

Austin



The
AUSTIN MOTOR CO. LTD.

LONGBRIDGE WORKS
BIRMINGHAM
ENGLAND



BRITAIN'S DEPENDABLE CAR



LONGBRIDGE WORKS

The Home of Dependability

ON a site situated about six miles to the south of the city of Birmingham, at the foot of the beautiful Lickey Hills, is the Longbridge factory of the Austin Motor Company.

This site extends to over two hundred and twenty acres, while the factory buildings alone cover ninety-three acres and possess a frontage to the roads of over a mile.

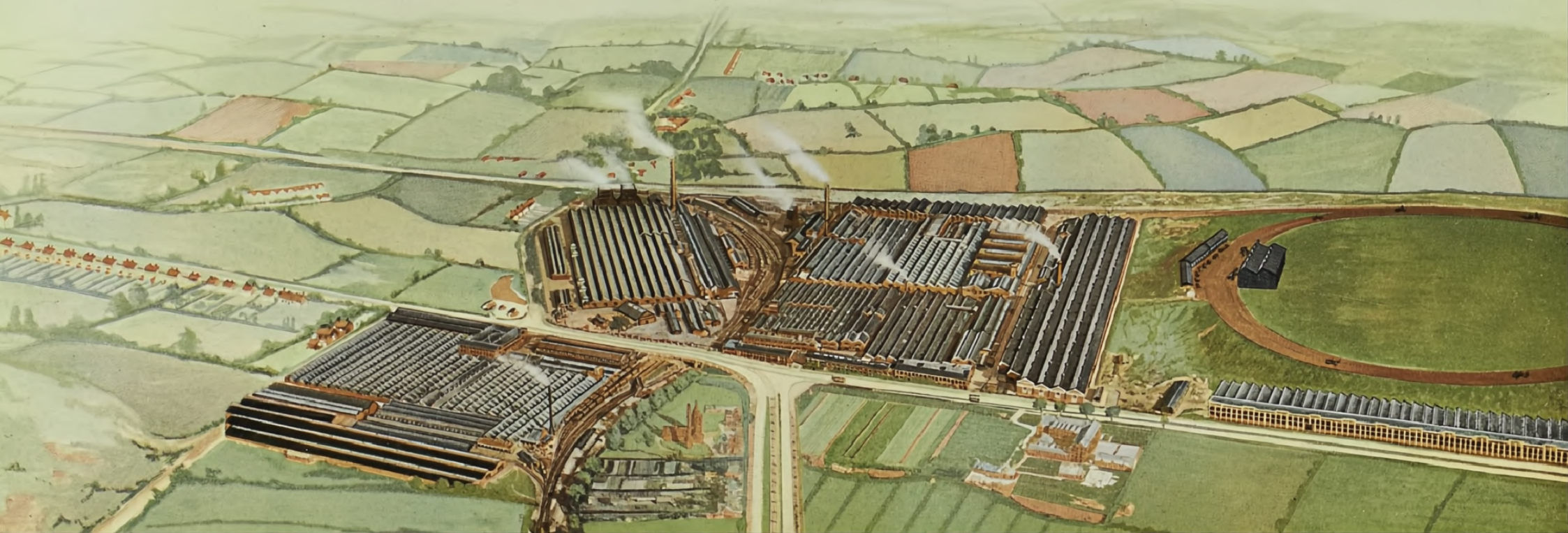
It is here that every process of engineering that goes to the making of modern high class motor cars is performed. Thousands of tons of raw materials enter foundry, forge, press and machine shop, to be formed with rapid precision into the components from which complete cars are assembled.

More than fourteen thousand workers are engaged at Longbridge, and over five thousand machine tools,

specially designed for speed and the closest precision in production, are employed. Every stage of manufacture is scrupulously inspected, which is a guarantee that the finished part shall conform to that high standard of accuracy and strength which is Austin quality.

Nearly sixty thousand vehicles is the annual output, but so uniformly excellent is the construction, material and finish that each product can be relied upon to uphold the reputation of its name, whether upon the roads of the homeland or working under the severe conditions of overseas countries.

Austin cars are firm favourites in all the British Dominions, where they have proved their worth, whether under tropical conditions or in frigid zones. They are relied upon for dependable transport everywhere that transport is one of mankind's needs.



To the Car Buyer

A CAR CATALOGUE should give true descriptions and faithful illustrations of the various models it lists.

That has been our endeavour.

Even so, it is obvious that a catalogue, however good, cannot convey the full appeal of the finished car—its beauty of line, the charm of its colour scheme, its new lustrous finish, its deep, comfortable, inviting upholstery, and the sense of masterly performance which Austin cars inspire when on the road.

First impressions are usually trustworthy, but as miles are added to miles in the use of the car, so the owner's appreciation of the sound workmanship and durable materials is strengthened and increased. Continued use confirms his first choice ; unvarying high performance, dependability and comfort are his everyday experience. Austin cars early achieved a reputation for dependability, and to retain and intensify that feeling of confidence in Austin owners has been the guiding principle in Austin policy.

For twenty-eight years the Austin organisation has had this ideal before it, and wherever Austin cars are

discussed we are gratified to know that dependability is their acknowledged distinctive quality.

Each model has its individual characteristics—the complete range numbers no less than fifty models, and represents the best value offered to the public.

There are 7-seaters, 5-seaters, 4-seaters and 2-seaters, saloons with or without sunshine roofs, adaptable to be either owner- or chauffeur-driven, touring cars with hoods and screens that are easily manipulated and thoroughly weatherproof, sports models with pace and power. Indeed there are cars for every kind of private use and ranging from the famous Seven to the aristocratic Twenty, all at a selling price that challenges comparison with any cars on the market, and, quality for quality, unsurpassed.

Any Austin dealer will willingly demonstrate the merits of Austin cars to be all that we have claimed for them.

On page 35 is a list of models with prices.

There is a separate catalogue and price list for Sports models.

The Twenty "RANELAGH" Limousine or Landaulet

THE "RANELAGH" is the aristocrat of the Austin family. Dignity and elegance are combined with speed and power, and in every detail of its design and construction it will rank with far more costly motor cars. Its performance equals its appearance—a "top gear" car that will travel at from six to sixty miles per hour. The winding glass partition behind the driver's seat renders the car suitable to be driven by a chauffeur. Its furnishing and fittings are, as befits such a car, in the best taste, and its finish of the highest quality. The spacious interior provides seating accommodation for seven persons, and there are centre and side arm rests to the rear seat.

FURNISHING AND EQUIPMENT.

The cars can be finished to choice of Austin Colours. Upholstered in Vaumol Hide, Bedford Cord or Moquette.

The equipment includes occasional seats, interior visor, side draught deflectors, direction indicators, dual windscreen wiper, driving mirror, interior lights, companion set, parcel net, rope pulls, electric telephone, a sheepskin foot rug, luggage carrier, spare wheel with tyre and cover, and those accessories shown on chassis specification. Exterior and interior fittings are chromium plated. Triplex glass throughout. ("Triplex Toughened" for export).

PRICES ON PAGE 35.



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The AUSTIN TWENTY

THE Austin Twenty has been in constant production for fifteen years. It has established a high reputation as a thoroughly dependable car, equal to any occasion on the road and extremely comfortable—an ideal carriage, especially on long journeys.

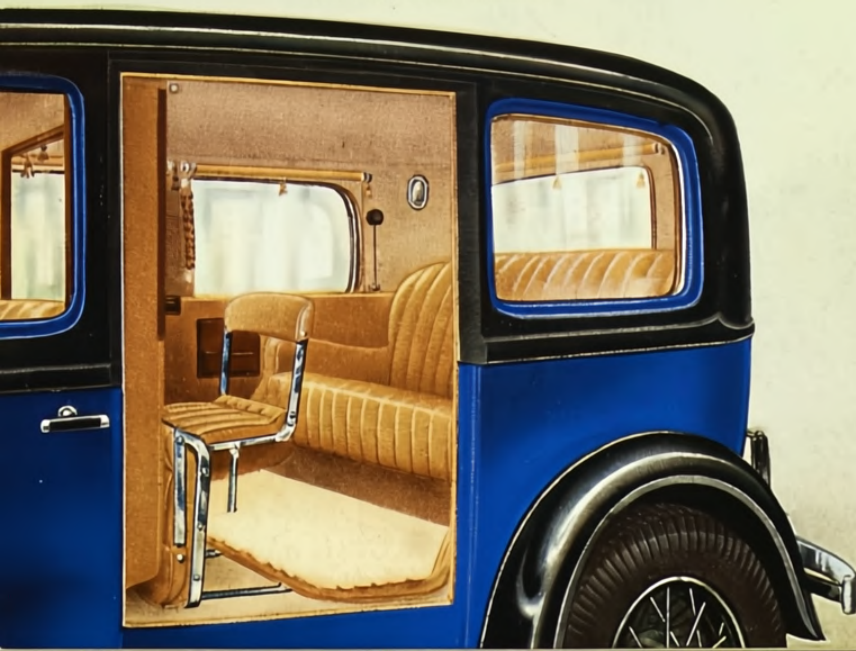
The powerful six-cylinder engine developing 58 b.h.p. at 2,600 r.p.m., with a crankshaft carried on eight bearings and having a vibration damper, delivers its power in a smooth output. The Synchromesh gears enable the driver to change from gear to gear silently and certainly. Long springs, interleaved, with non-lubricated Silentbloc shackles assist easy riding. Good brakes and light steering ensure instant control.

A thermostat automatically controls the cooling system temperature.



INTERIOR OF RANELAGH

Showing Occasional Seats.



The Twenty "WHITEHALL" Saloon

THE "Whitehall" is a five-seater Saloon with clean, sweeping lines, mounted on a short wheelbase (ten foot) chassis, and specially designed for fast, easy travelling.

The special body with Pytchley sliding roof has been reduced in weight, without in any way impairing the strength or durability of the carriagework. The same consideration is embodied in the chassis design, and special strong light axles are used.

Luxuriously upholstered, with seats and squabs of ample depth to give the maximum of comfort. The front seats are independently adjustable, and there are arm rests and foot rests; and having a very full equipment, the "Whitehall" is a splendid example of a medium priced, speedy saloon car.

FURNISHING AND EQUIPMENT.

The cars can be finished to choice of Austin colours. Upholstered in Vaumol hide, Bedford cord or moquette. The equipment includes occasional seats, interior visor, side draught deflectors, direction indicators, dual windscreen wiper, driving mirror, interior lights, companion set, parcel net, rope pulls, electric telephone, a sheepskin foot rug, luggage carrier, spare wheel with tyre and cover, and those accessories shown on chassis specification. Exterior and interior fittings are chromium plated. Triplex glass throughout ("Triplex Toughened" for Export).

Prices on page 35

The AUSTIN TWENTY 6-Cylinder

GENERAL DIMENSIONS.

Wheelbase	
("Ranelagh")	11ft. 4in. (3,454 mm.)
("Whitehall")	10ft. 0in. (3,048 mm.)
Track	- - 4ft. 8in. (1,422 mm.)
Road clearance	- 9in. (229 mm.)
Turning circle—	
("Ranelagh")	55ft. (16,763 mm.)
("Whitehall")	44ft. 6in. (13,563 mm.)

ENGINE.

6-cylinder monobloc; bore, $3\frac{1}{8}$ in. (79.5 mm.); stroke, $4\frac{1}{2}$ in. (114.5 mm.). Total capacity, 207 cu. in. (3,400 c.c.); R.A.C. rating, 23.5 h.p.; b.h.p. at 2,600 r.p.m., 58. The cylinder head is detachable and the valves are all on the near side. The crankshaft is carried on eight bearings of large diameter. The pistons are of low expansion aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 16 gallons (72 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a vacuum system. A contents gauge is included on the instrument board.

COOLING.

By fan. Water circulation by pump, controlled by automatic Thermostat.

IGNITION.

By coil and battery, the distributor has an automatic advance and retard mechanism.

LUBRICATION.

A gear pump forces oil to all bearings of crankshaft and camshaft, and the oil is purified by passing through an external oil cleaner and a large gauze filter in the reservoir. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single-plate type. The gearbox has four speeds forward and a reverse. Synchromesh engagement for third and top speeds; second, third and top speed gears, being in constant mesh, ensure silent running. The ratios of engine to road wheels on the "Ranelagh" are: 1st speed, 20.34 to 1; 2nd speed, 11.41 to 1; 3rd speed, 7.34 to 1; top speed, 4.67 to 1. On the "Whitehall" they are: 1st speed, 17 to 1; 2nd speed, 9.56 to 1; 3rd speed, 6.14 to 1; and top speed, 3.92 to 1. Gear changes are effected by a lever mounted centrally. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, the wheels are carried on ball bearings.

BRAKES.

Large brake drums are fitted to all four road wheels. All brakes are easily adjusted.

STEERING.

A patented roller worm wheel makes the steering remarkably light and easy. Over the steering wheel are the gas and ignition levers and the dip-and-switch control. Under the wheel is the ring-operated horn switch.

SUSPENSION.

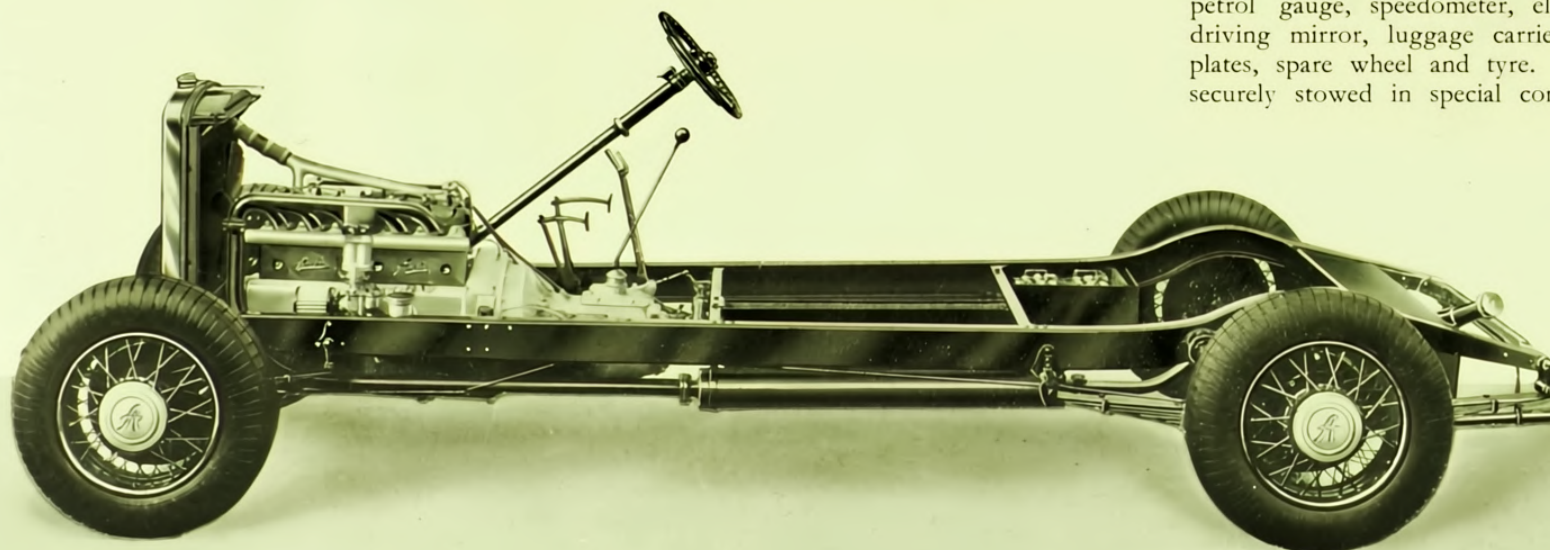
The long road springs are semi-elliptic, interleaved, and mounted with the non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers to front and rear of car.

WHEELS AND TYRES.

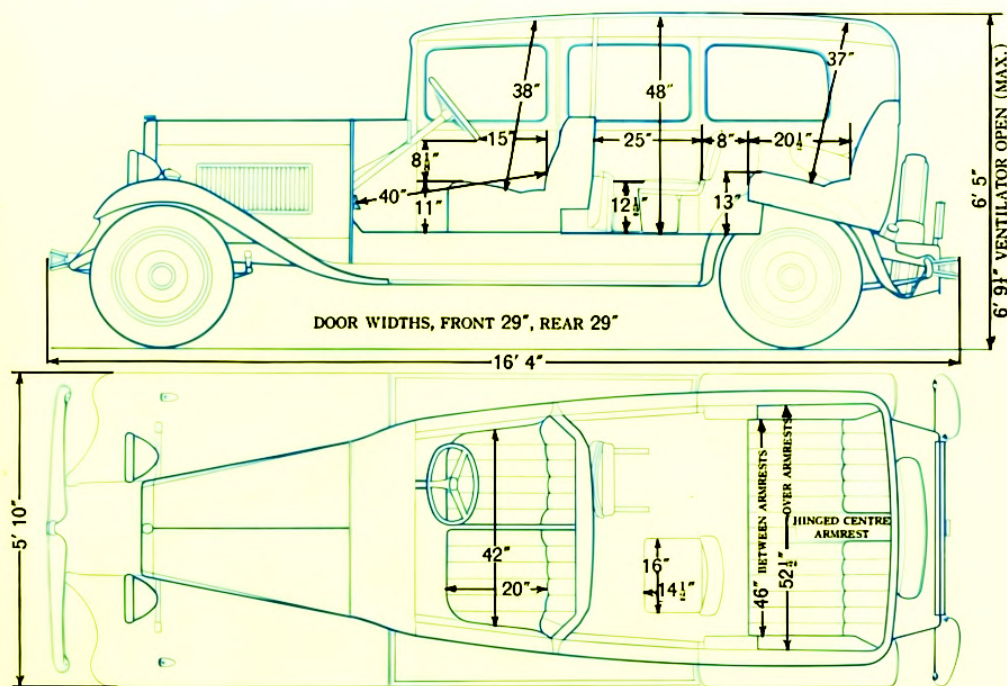
Magna, Dunlop 6.00-18 tyres on "Ranelagh." Magna, Dunlop 5.50-18 tyres on "Whitehall."

EQUIPMENT.

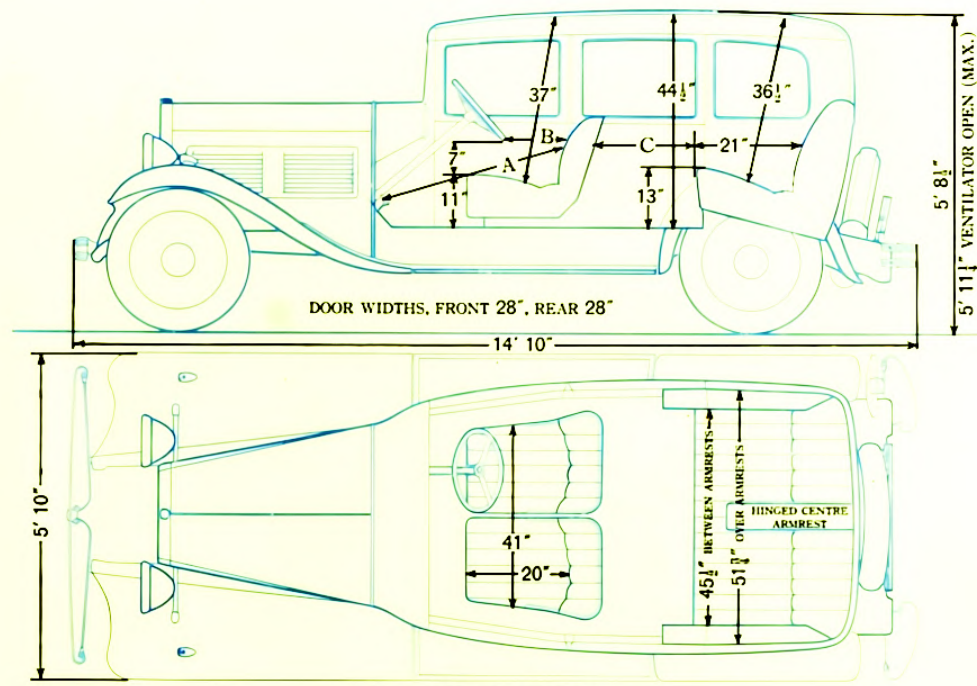
12 volt electric lighting and starting with automatic voltage control. Starter hand switch on fascia board. Chromium plated "Biflex" magnetically operated dip-and-switch head lamps; combined "stop" and tail lamp; bumpers at front and rear, carburetter air strangler, air cleaner, clock, petrol gauge, speedometer, electric horn, driving mirror, luggage carrier, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.



The Twenty "RANELAGH"



The Twenty "WHITEHALL"



FRONT SEATS ARE ADJUSTABLE

A—39in. min. 46in. max. B—13in. min. 20in. max. C—13in. min. 20in. max.

STOCK COLOURS and UPHOLSTERY

Cars painted in colours as stated in the list of Models below are produced for stock to ensure prompt delivery.

Other colours given in the Austin Range can be obtained, but longer notice will be required.

Royal Blue. Maroon. Westminster Green. Black. Auto Brown. Turquoise Blue. Silver Grey. Dove Grey. Pueblo Brown. Cherry Red.

SPECIAL COLOURS AND UPHOLSTERY WILL BE AN EXTRA CHARGE.

RANELAGH.

Royal Blue
Brown
Dark Green

Black Top.
" "
" "

Blue fine lines.
Straw "
Light Green fine lines.

Best selected Hide, Bedford Cord or Moquette.

" " " " "

WHITEHALL.

Royal Blue
Maroon
Dual Grey

Black Top.
" "
— —

Blue fine lines.
Red "
Dark Grey fine lines.

" " " " "
" " " " "
" " " " "

The Sixteen "CARLTON" Saloon De Luxe

THE carriagework of this Saloon model, which is mounted on the long wheelbase chassis, is handsome in appearance and has a particularly spacious interior, giving generous accommodation for the driver and passengers. There are four wide doors and a low floor to make entrance or exit easy. The angle of the rear seat is quickly adjustable to suit individual comfort, the cushions and squabs are deep and full, there is a central arm rest as well as those at the side of the rear seat, and folding tables and foot rests are fitted. A "Pytchley" sliding roof, the sloping windscreen and large windows giving wide vision, make the interior light and attractive.

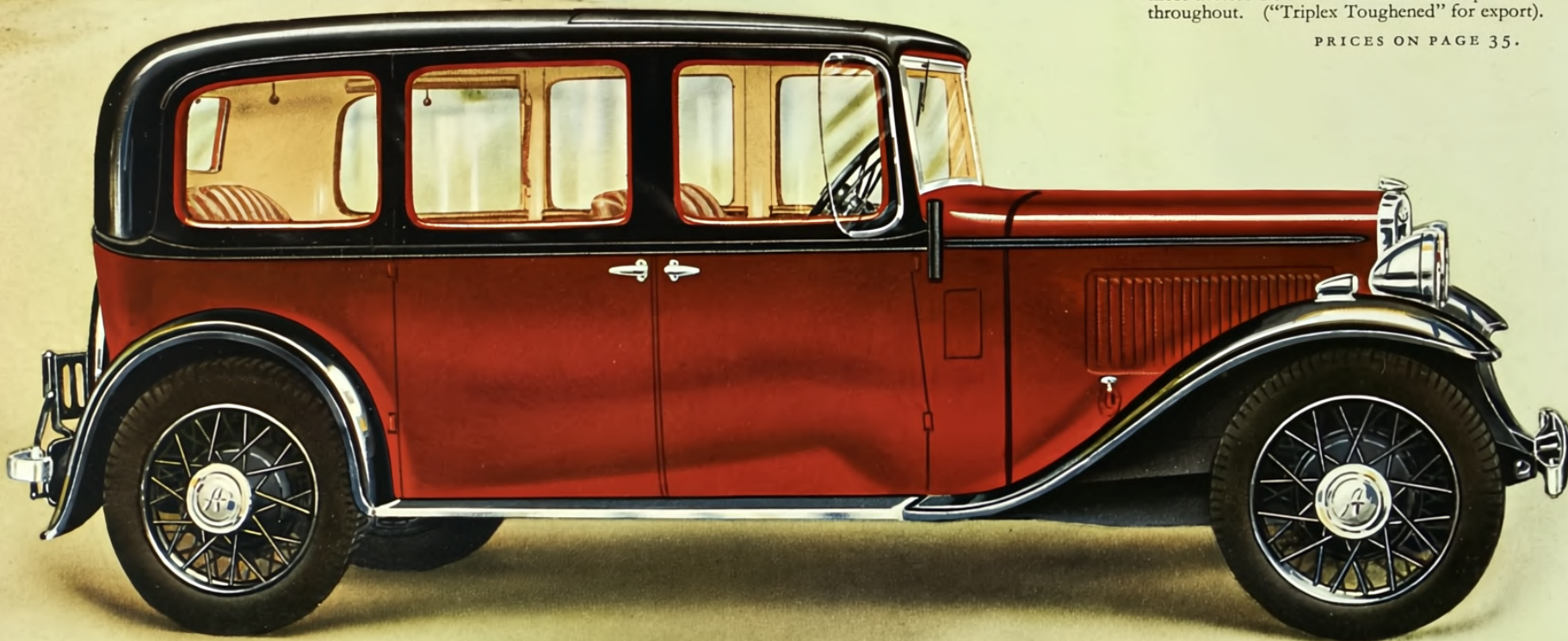
THE IVER SALOON has a glass screen behind the driver, which may be raised or lowered to secure privacy when the car is chauffeur driven. Items * in the list of equipment below are not included on the Iver. There is the choice of 16 h.p. or 18 h.p. engine for either model at the same price. Two occasional seats extra.

FURNISHING AND EQUIPMENT.

The cars can be finished to choice of Austin Colours. Upholstered in Vaumol Hide, Bedford Cord or Moquette.

The equipment includes a rear adjustable seat, interior visor, side draught deflectors, direction indicators, *occasional tables, *foot rests, windscreen wiper, interior lights, companion set, parcel net, rope pulls, luggage carrier, spare wheel with tyre and cover, and those accessories shown on the chassis specification. Triplex glass throughout. ("Triplex Toughened" for export).

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The AUSTIN SIXTEEN

THERE are six models of coachwork available and there is the choice of either a 16 h.p. or 18 h.p. engine at the same price. They represent an attractive range of cars of moderate power and proportions which have proved extremely popular.

The engine is particularly smooth in operation and the car will maintain a good average cruising speed. The transmission is sturdy, the new Synchromesh gears make easy, exact gear changes certain. The second, third and top gears being constant mesh provide silent running. The cooling is controlled by an automatic thermostat.

The frame is strengthened by cross bracing, the four wheel brakes are powerful, efficient and smooth in action, the long springs are interleaved and have Silentbloc non-lubricated shackles.

The seating position at the wheel can be varied to suit any driver, the controls are all easily operated, and they are grouped in the most convenient position for use.

INTERIOR OF CARLTON

Showing Occasional Seats, at extra cost.



The Sixteen "WESTMINSTER" Saloon De Luxe

A FIVE-SEATER four-window saloon model of elegant and distinctive appearance. The doors are exceptionally wide; it has a Pytchley sunshine roof, slightly sloping windscreen and a locker at the rear.

The interior is luxuriously upholstered, the cushions and squabs are full and deep, there are side and hinged central arm rests to the rear seats, and occasional folding tables and foot rests.

In either engine the output of power, almost without vibration, is ample to secure a high cruising speed, or carry the car comfortably over difficult country.

The Synchromesh gears make noiseless gear changing easy.

The brakes are large and powerful and the suspension excellent.

The "Westminster" is a typical saloon car for a professional man.

FURNISHING AND EQUIPMENT.

The cars can be finished to choice of Austin Colours. Upholstered in Vaumol hide, Bedford cord or moquette. The equipment includes a rear adjustable seat, interior visor, side draught deflectors, direction indicators, occasional tables, foot rests, windscreen wiper, interior lights, companion set, parcel net, rope pulls, spare wheel with tyre and cover, and those accessories shown on the chassis specification. Triplex glass throughout ("Triplex Toughened" for Export).

Prices on page 35

The Sixteen "BERKELEY" Saloon De Luxe

A MOST attractive Saloon car, with a specially low body mounted upon a new, strong, cross-braced drop frame, available with either a 16 h.p. or 18 h.p. engine at the same price. Its pleasing proportions are enhanced by the shapely roof and waist lines. It is a five-seater, and the well-furnished interior is fitted with foot rests and folding tables. There is ample head room, elbow room and foot room, and the deep, comfortable upholstery enables passengers to enjoy long-distance travelling.

The angle of the rear seat is quickly adjustable to provide individual comfortable seating, and there are blinds to the rear quarter lights as well as the rear window. Side draught deflectors are fitted to the front doors. The visibility all round the car is good, and the "Pytchley" sunshine roof makes it adaptable to all weather conditions.

FURNISHING AND EQUIPMENT.

The cars can be finished to choice of Austin Colours. Upholstered in Vaumol Hide, Bedford Cord or Moquette.

Equipment includes a rear adjustable seat, interior visor, side draught deflectors, direction indicators, occasional tables, foot rests, wind-screen wiper, driving mirror, companion set, parcel net, rope pulls, luggage carrier, spare wheel with tyre and cover, and those accessories shown on chassis specification. Triplex glass throughout. ("Triplex Toughened" for export).

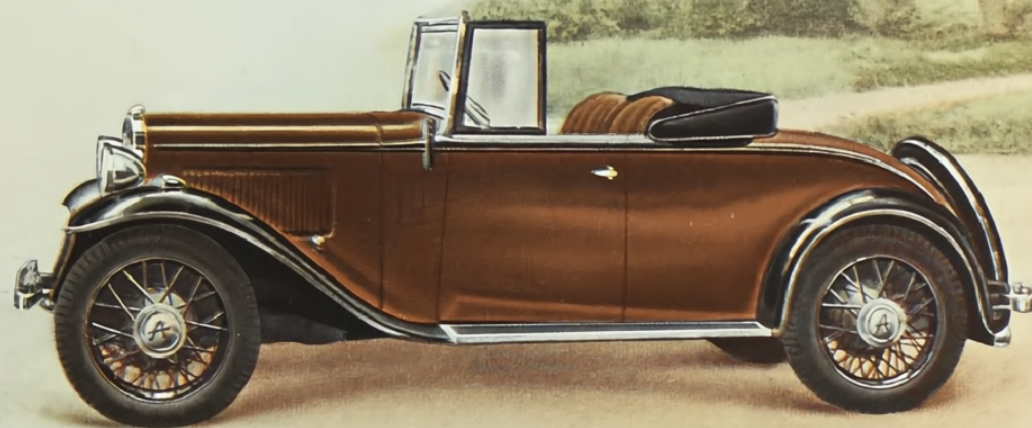
PRICES ON PAGE 35.



The Sixteen "HARROW" Two-Seater

AN open car of attractive appearance, primarily intended for use as a two-seater, but convertible for the accommodation of four if occasion arises.

It is designed for speedy, comfortable travel, and the width of the body and the separately adjustable seats ensure both driving and riding ease. The dickey seats like those of the front are upholstered in leather of special hard wearing qualities. There is plenty of space in the dickey to accommodate a reasonable quantity of luggage. The thoroughly weatherproof hood folds down neatly and is easily erected. The side curtains when not in use, travel safely in compartments in the doors.



The Sixteen OPEN ROAD Tourer

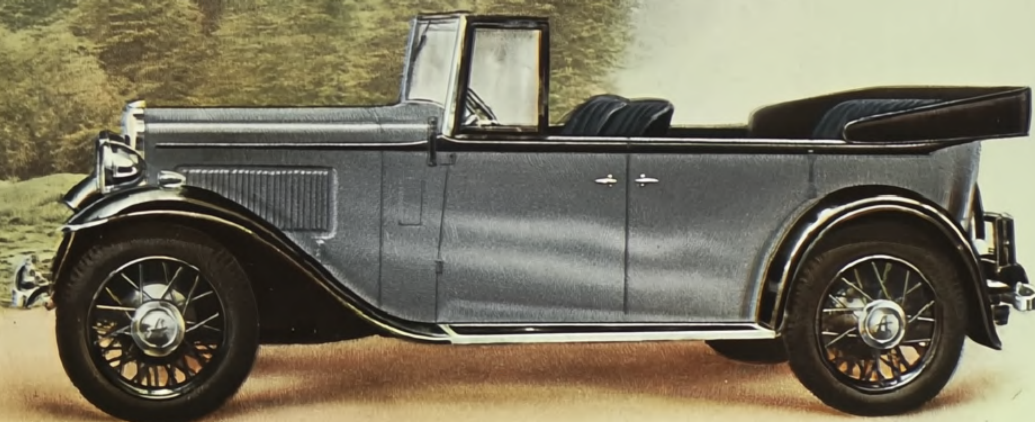
THE Sixteen Open Road Tourer is a fine example of a high quality touring car, and is a favourite amongst a large number of seasoned motorists who prefer an open model. They find the hood and side curtains are readily erected or lowered, and when in position afford real protection in inclement weather. The side curtains when not in use are carried in compartments in the doors.

The Open Road is a full five-seater with ample accommodation for that number. Upholstery of generous proportions in specially selected hard wearing leather. The front seats are independently adjustable.

There is a choice of a 16 h.p. or an 18 h.p. engine on both models at the same price.

FURNISHING AND EQUIPMENT.

The cars can be finished to choice of Austin colours, upholstered in leather. Equipment includes a spare wheel with tyre and cover, direction indicators, foot rests, windscreen wiper, driving mirror, accommodation for luggage, and those accessories shown on the chassis specification. All fittings chromium plated. Front screens Triplex glass ("Triplex Toughened" for Export).



Prices on page 35

The AUSTIN SIXTEEN and EIGHTEEN 6-Cylinder

GENERAL DIMENSIONS.

Wheelbase	{ Long	10ft. 0in. (3,048 mm.)
	{ Short	9ft. 4in. (2,844 mm.)
Track - - -	-	4ft. 8in. (1,422 mm.)
Road clearance -	-	7 $\frac{3}{4}$ in. (197 mm.)
On Export models	-	9 $\frac{1}{4}$ in. (235 mm.)
Turning circle—		
10ft. 0in. wheelbase	45ft.	(13,716 mm.)
9ft. 4in. wheelbase	42ft.	(12,801 mm.)

ENGINE.

16 h.p. 6-cylinder monobloc; bore, 2.58in. (65.5 mm.); stroke, 4.375in. (111 mm.). Total capacity, 137 cu. in. (2,249 c.c.); R.A.C. rating, 15.9 h.p.; b.h.p. at 2,600 r.p.m., 38. The crankshaft is carried on eight bearings of large diameter.

18 h.p. 6-cylinder monobloc; bore, 2.73in. (69.5 mm.); stroke, 4.375in. (111 mm.). Total capacity, 153.7 cu. in. (2,510 c.c.); R.A.C. rating, 17.9 h.p.; b.h.p. at 2,600 r.p.m., 43. The counterbalanced crankshaft is carried on four bearings of large diameter. In both engines the cylinder head is detachable and the valves are all on the near side. Pistons are of low expansion aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 10 gallons (45 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery; the distributor has an automatic advance and retard mechanism.

COOLING.

By fan. Water circulation by pump, controlled by automatic Thermostat.

LUBRICATION.

A gear pump forces oil to all bearings of crankshaft and camshaft, and the oil is purified by passing through an external oil cleaner and a large gauze filter in the reservoir. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single plate type. The gearbox has four speeds forward and a reverse. Synchromesh engagement for third and top speeds; second, third and top speed gears, being in constant mesh, ensure silent running. The ratios of engine to road wheels are: 1st speed, 19.21 to 1; 2nd speed, 12.37 to 1; 3rd speed, 8.18 to 1; top speed, 5.11 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, the wheels are carried on ball bearings.

BRAKES.

Both the hand lever and the pedal apply the improved brakes to all four road wheels. All brakes are easily adjusted.

CHASSIS.

Cross-braced, dropped frame, with new axles.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the wheel are the gas and ignition levers and the dip-and-switch control, and under it is the sensitive ring-operated horn switch.

SUSPENSION.

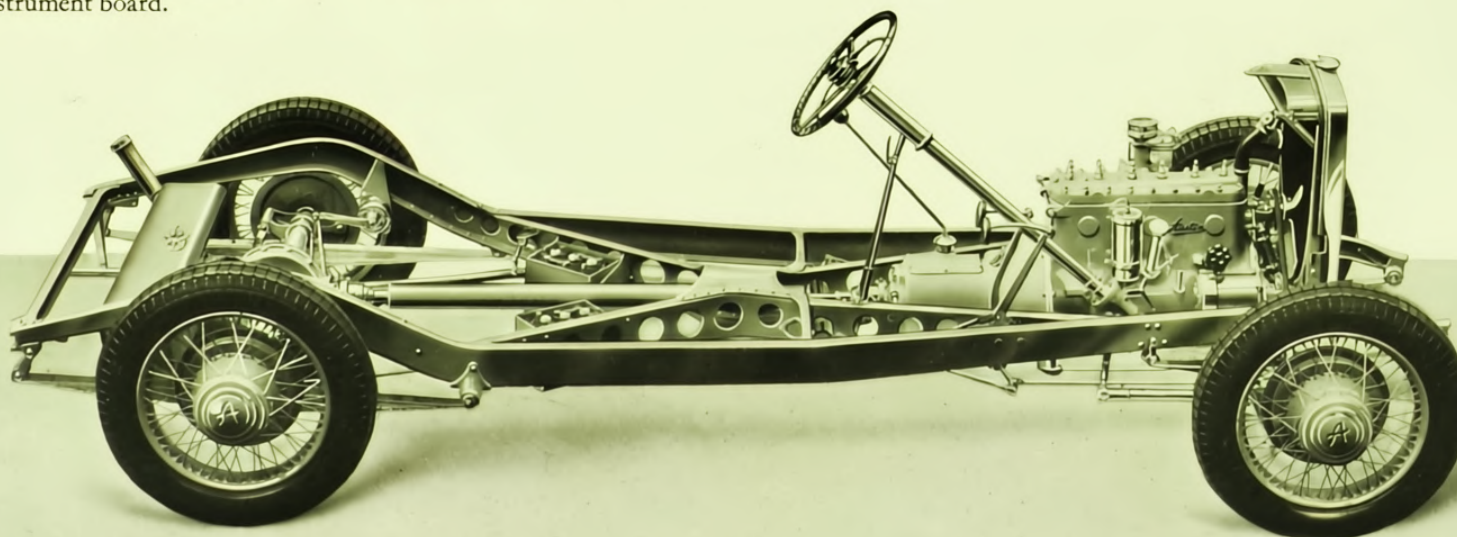
The long road springs are semi-elliptic, interleaved, and mounted with the non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers to front and rear of car.

WHEELS AND TYRES.

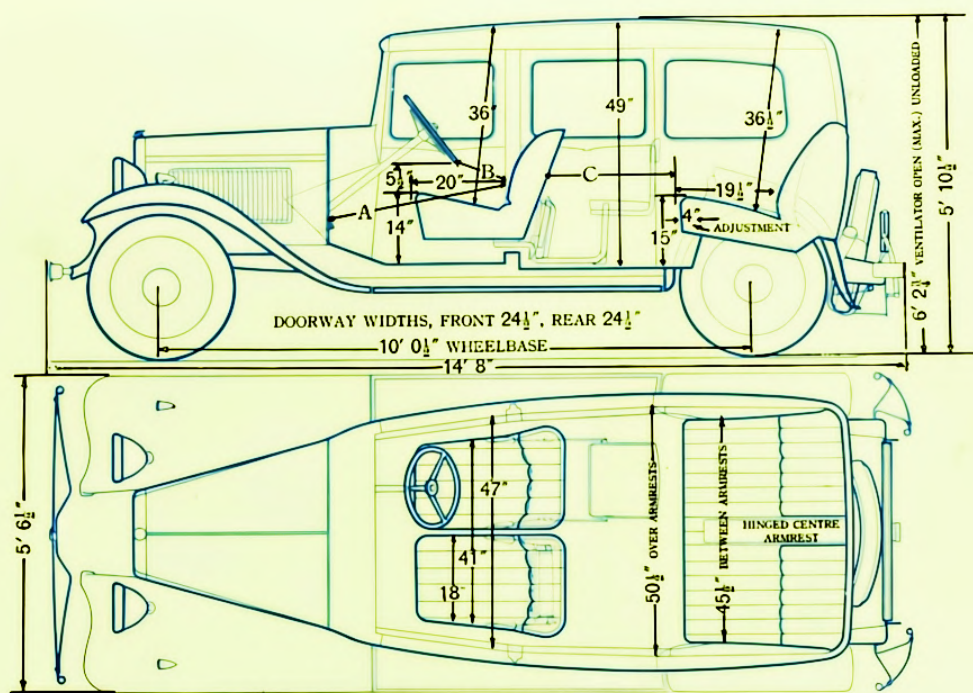
Magna, Dunlop 5.00—20 tyres.

EQUIPMENT.

12 volt electric lighting and starting with automatic voltage control. Starter hand switch on fascia board. Chromium plated "Biflex" magnetically operated dip-and-switch head lamps; combined "stop" and tail lamp; bumpers at front and rear, carburetter air strangler, air cleaner, clock, petrol gauge, speedometer, electric horn, luggage carrier, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.



The Sixteen "CARLTON"

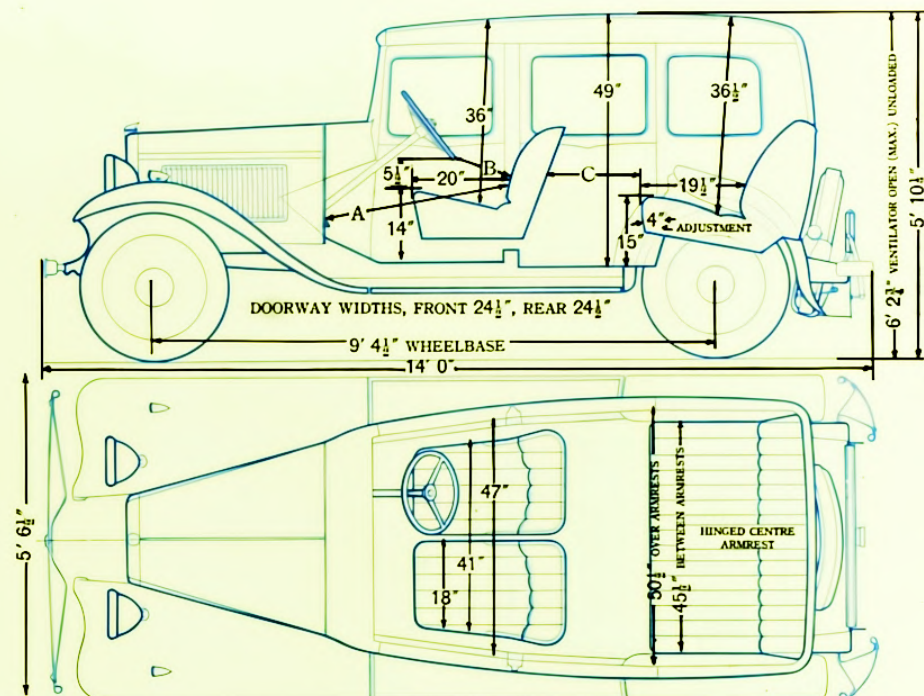


FRONT AND REAR SEATS ARE ADJUSTABLE

A—38in. min. 45in. max. B—12in. min. 19in. max. C—20½in. min. 31½in. max.

OPEN ROAD Five-seater—Length over bumpers 13ft. 9in. Height 5ft. 8½in.

The Sixteen "BERKELEY"



FRONT AND REAR SEATS ARE ADJUSTABLE

A—38in. min. 45in. max. B—12in. min. 19in. max. C—12½in. min. 23½in. max.

"HARROW" Two-seater—Length over bumpers 13ft. 10in.

WESTMINSTER—Dimensions on page Seventeen.

STOCK COLOURS and UPHOLSTERY

Cars painted in colours as stated in the list of Models below are produced for stock to ensure prompt delivery.

Other colours given in the Austin Range can be obtained, but longer notice will be required.

Royal Blue. Maroon. Westminster Green. Black. Auto Brown. Turquoise Blue. Silver Grey. Dove Grey. Pueblo Brown. Cherry Red.

SPECIAL COLOURS AND UPHOLSTERY WILL BE AN EXTRA CHARGE.

CARLTON, BERKELEY, IVER and WESTMINSTER SALOONS.

Royal Blue	Black Top.	Blue fine lines.	Best selected Hide, Bedford Cord or Moquette.
Maroon	" "	Red "	" " " " "
Westminster Green	" "	Cream or Green fine lines	" " " " "
Black	— —	Red, Green or Brown fine lines	" " " " "

TOURER and TWO-SEATER.

Royal Blue	— —	Blue fine lines.	Leather.
Maroon	— —	Red "	"
Westminster Green	— —	Cream or Green fine lines	"

The Twelve "BERKELEY" Saloon De Luxe

TWELVE years of consistent performance have made the Austin Twelve an established favourite, and its dependable qualities are universally acknowledged. The Berkeley carriage-work is handsome, and the interior provides full accommodation for five persons. Both front seats are independently adjustable. It is equipped with a "Pytchley" sunshine roof, has side draught deflectors, folding foot rests and tables and is finished in first-class style. The powerful four-cylinder engine is mounted on an improved, stronger, cross-braced drop frame. The brakes are larger and more powerful. The Synchronesh gears facilitate accurate gear changes, the second, third and top double helical gears in constant mesh ensure silent running. There is a fixed head model with less expensive furnishings and without those items marked * in the equipment list below.

FURNISHING AND EQUIPMENT.

The cars can be finished to choice of Austin Colours. *Upholstered in Vaumol or best selected Hide, Bedford Cord or Moquette.

Equipment includes an *interior visor, *side draught deflectors, direction indicators, *occasional tables, foot rests, windscreen wiper, driving mirror, interior lights, companion set, parcel net, rope pulls, luggage carrier, spare wheel, tyre and cover*, and those accessories shown on chassis specification. Triplex glass throughout. ("Triplex Toughened" for export).

PRICES ON PAGE 35.



The Twelve "HARROW" Two-Seater

THE "Harrow" Two-Seater is a handsome, speedy, handy car, which will, if required, accommodate four persons in comfort. The dickey seats are well upholstered, and when luggage is carried the dickey provides good accommodation. This model is much used by business men and those who frequently travel alone. The hood is very easily erected or taken down. There is accommodation for parcels, maps, etc., on the dash and in the doors.



The Twelve "WESTMINSTER" Saloon-de-Luxe

THIS handsome saloon has four large windows and a slightly sloping windscreen and a Pytchley sliding roof. Its furnishings are luxuriously comfortable, and there is ample seating accommodation for five persons. The front seats are independently adjustable, the rear seat has a hinged central, as well as side arm rests.

The four-cylinder engine gives a smooth flexible output of power, the Synchronesh gears ensure silent easy changes of speed, the brakes are powerful, the long springs with hydraulic shock absorbers ensure smooth running.



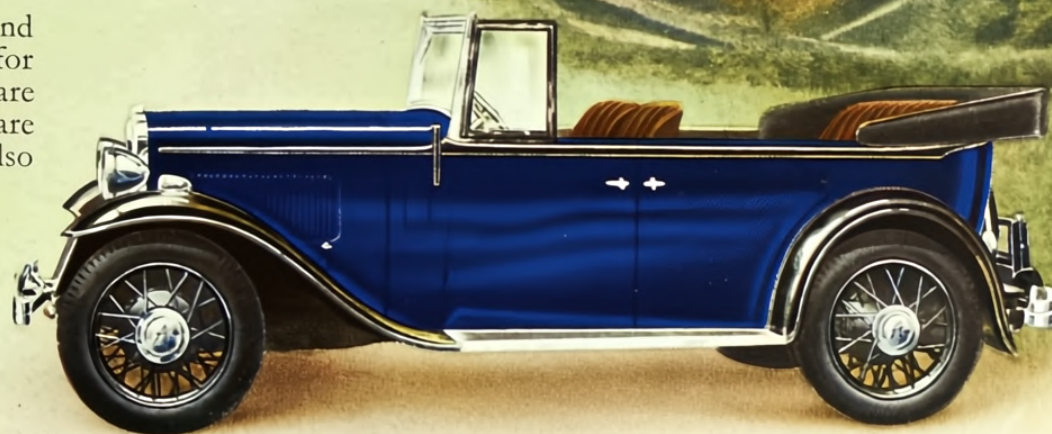
The Twelve OPEN ROAD Tourer

THIS model is an old favourite because of its neat appearance and consistent dependable performance. It provides roomy comfort for five persons, and the thoroughly weatherproof hood and side curtains are easily erected and stowed away when not in use. Parcels, etc., are accommodated in the compartment on the dash and there are also capacious pockets in the doors.

FURNISHING AND EQUIPMENT.

The cars can be finished to choice of Austin colours. Saloon-de-Luxe upholstered in Vaumol hide, Bedford cord or moquette, Open cars in leather. Equipment includes a spare wheel, with tyre and cover, direction indicators, foot rests, rear luggage accommodation, windscreen wiper, driving mirror and those accessories shown on chassis specification. Saloon features include an interior visor, side draught deflectors, occasional tables, interior lights, companion set, parcel net and rope pulls. All fittings chromium plated. Triplex glass throughout ("Triplex Toughened" for Export).

Prices on page 35



The AUSTIN TWELVE

GENERAL DIMENSIONS.

Wheelbase - -	9ft. 4in. (2,844 mm.)
Track - - -	4ft. 8in. (1,422 mm.)
Road clearance -	7 $\frac{3}{4}$ in. (197 mm.)
On Export models	9 $\frac{1}{4}$ in. (235 mm.)
Turning circle -	42ft. (12,801 mm.)

ENGINE.

4-cylinder monobloc; bore, 2 $\frac{13}{16}$ in. (72 mm.); stroke, 4 $\frac{1}{2}$ in. (114.5 mm.). Total capacity, 113.5 cu. in. (1,861 c.c.); R.A.C. rating, 12.8 h.p.; b.h.p. at 2,600 r.p.m., 30. The cylinder head is detachable and the valves are all on the near side. The crankshaft is carried on five bearings of large diameter. Pistons are of low expansion aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 10 gallons (45 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a vacuum system. A contents gauge is included on the instrument board.

IGNITION.—By magneto.

COOLING.

By fan. Water circulation by pump, controlled by automatic Thermostat.

LUBRICATION.

Lubrication is by means of a gear pump, forcing oil to all bearings of the crankshaft and camshaft. A large gauze filter in the oil

reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

TRANSMISSION.

The clutch is of the single-plate type. The gearbox has four speeds forward and a reverse. Synchromesh engagement for third and top speeds; second, third and top speed gears, being in constant mesh, ensure silent running. The ratios of engine to road wheels are: 1st speed, 19.21 to 1; 2nd speed, 12.37 to 1; 3rd speed, 8.18 to 1; top speed, 5.11 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, the wheels are carried on ball bearings.

CHASSIS.

Cross-braced, dropped frame with new axles.

BRAKES.

Improved four wheel expanding brakes, operated either by hand or foot. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear.

Over the steering wheel are the gas and ignition levers. Under the wheel is the sensitive ring-operated horn switch.

SUSPENSION.

The long road springs are semi-elliptic, interleaved, and mounted with the non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers to front and rear of car.

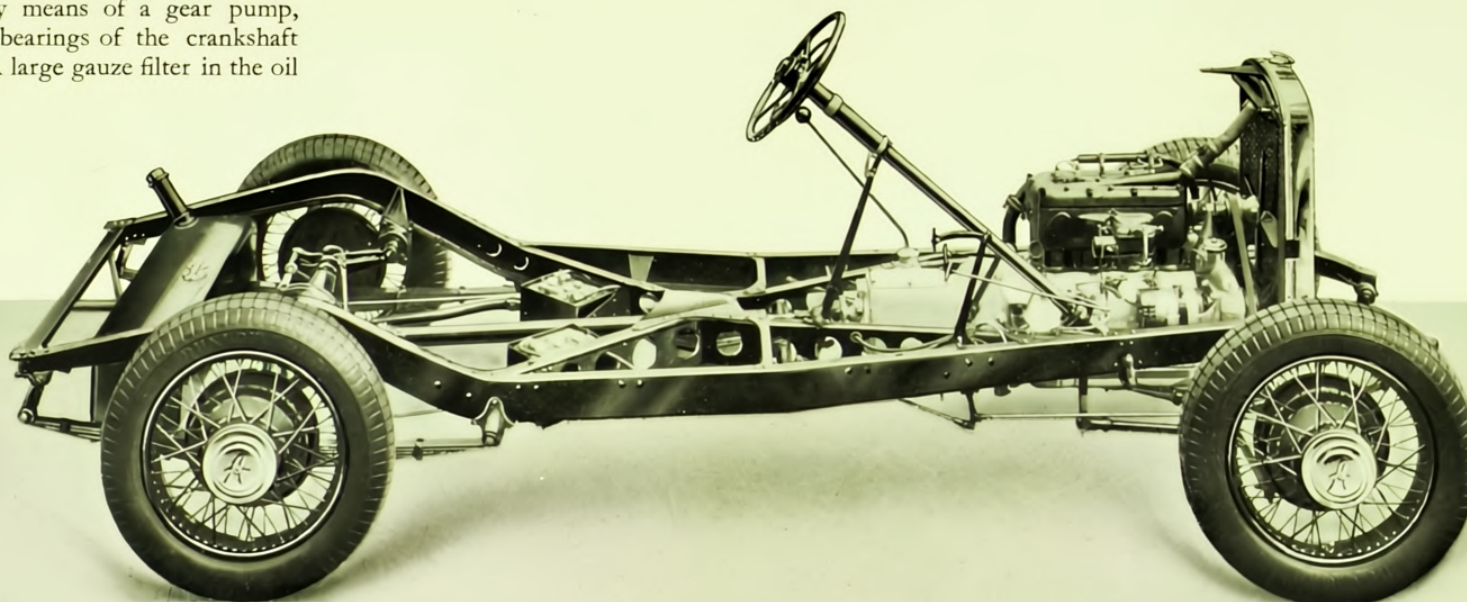
WHEELS AND TYRES.

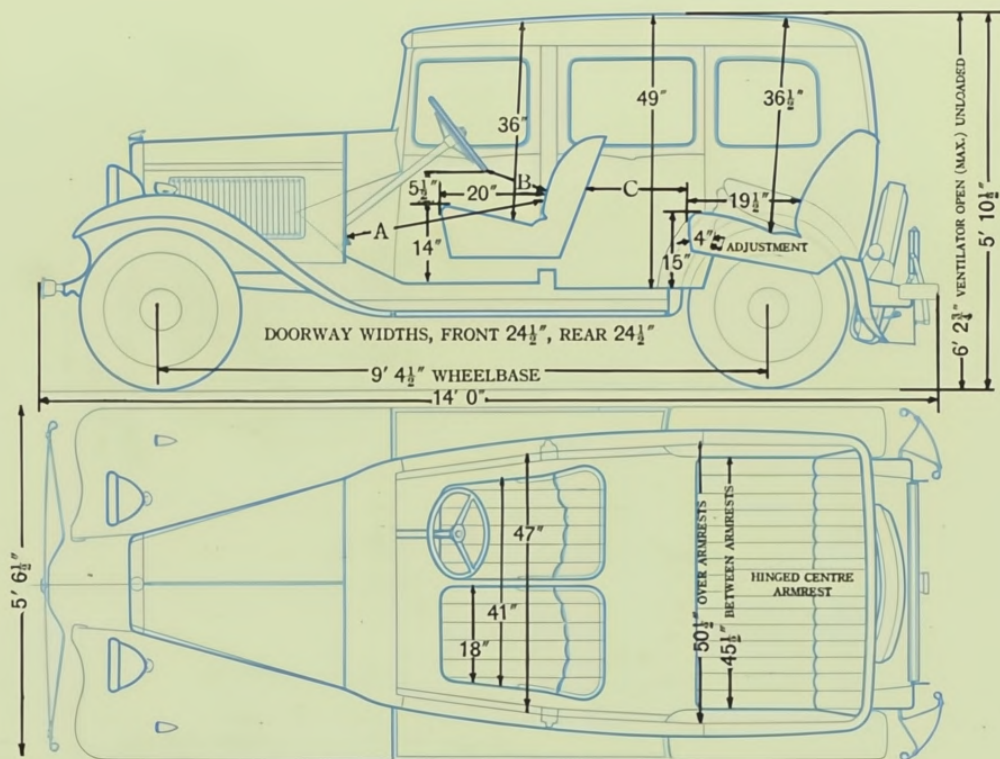
Magna wheels, with Dunlop 5.00—20 tyres. Wire wheels on Berkeley fixed-head Saloon.

EQUIPMENT.

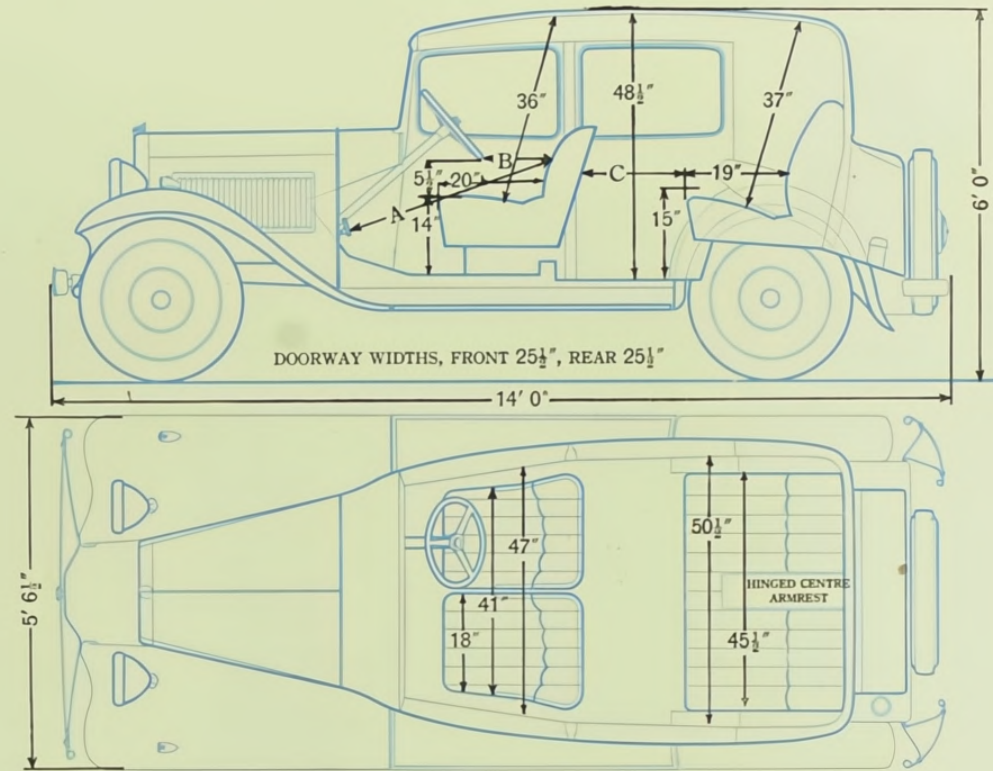
12 volt electric lighting and starting with starter hand switch on fascia board. *Chromium plated dip-and-switch head lamps, combined "stop" and tail lamp, *bumpers at front and rear, carburetter air strangler, air cleaner, clock, petrol gauge, speedometer, electric horn, luggage carrier, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

*Not on Fixed-head Saloon.





FRONT AND REAR SEATS ARE ADJUSTABLE



FRONT SEATS ARE ADJUSTABLE

A—38in. min. 45in. max. B—12in. min. 19in. max. C—12½in. min. 23½in. max.
 Length of Fixed Head Saloon (luggage carrier folded) 13ft. 5in.

A—38in. min. 45in. max. B—12in. min. 19in. max. C—11½in. min. 18½in. max.

OPEN ROAD—Length over bumpers, 13ft. 9in. Height 5ft. 8½in.

“HARROW” Two-seater—Length over bumpers, 13ft. 10in.

STOCK COLOURS and UPHOLSTERY

Cars painted in colours as stated in the list of Models below are produced for stock to ensure prompt delivery.

Other colours given in the Austin Range can be obtained, but longer notice will be required.

Royal Blue. Maroon. Westminster Green. Black. Auto Brown. Turquoise Blue. Silver Grey. Dove Grey. Pueblo Brown. Cherry Red.

SPECIAL COLOURS AND UPHOLSTERY WILL BE AN EXTRA CHARGE.

BERKELEY and WESTMINSTER SALOONS.

*Royal Blue	Black Top.	Blue fine lines.	Best selected Hide, Bedford Cord or Moquette.				
*Maroon	„ „	Red „	„	„	„	„	„
Westminster Green	„ „	Cream or Green fine lines	„	„	„	„	„
*Black	— —	Red, Green or Brown fine lines.	„	„	„	„	„

*BERKELEY SALOON with FIXED HEAD is finished in these colours only.

TOURER and TWO-SEATER.

Royal Blue	— —	Blue fine lines.	Leather.
Maroon	— —	Red „	„
Westminster Green	— —	Cream or Green fine lines.	„

The Light Twelve-Six "ASCOT" Saloon De Luxe

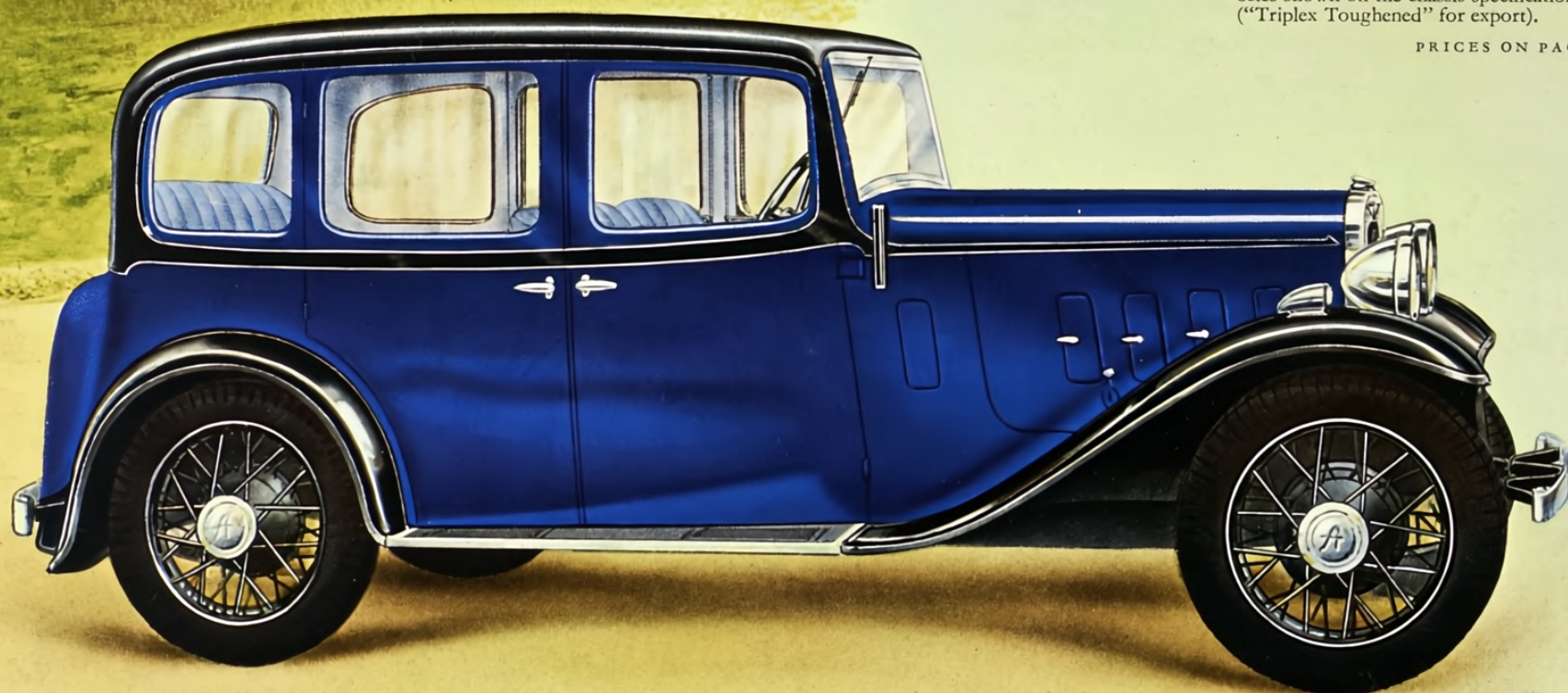
THE lines of this Saloon are particularly pleasing. The curves of the profile and the graceful waist line blend symmetrically, and the front and rear aspects are equally agreeable. There is ample head and elbow room, the floor is low and the doors wide, so that getting in or out is easy and unobstructed. A special type of flush-fitting sliding roof is used. The spare wheel is enclosed in a compartment at the rear, the hinged panel, when lowered, becomes the luggage carrier. The six-cylinder engine mounted on rubber bushes to absorb vibration is powerful and flexible. A strong, cross-braced drop frame is employed. The Synchromesh gears enable accurate and easy changes to be made, and the constant mesh gears ensure silent running. The four-wheel brakes are powerful and efficient, and the long springs with hydraulic shock absorbers ensure comfortable travelling at high speeds. There is the choice of 13.9 h.p. or 15.9 h.p. engine at the same price.

FURNISHING AND EQUIPMENT.

The cars can be finished to choice of Austin Colours. Upholstered in Vaumol Hide, Bedford Cord or Moquette.

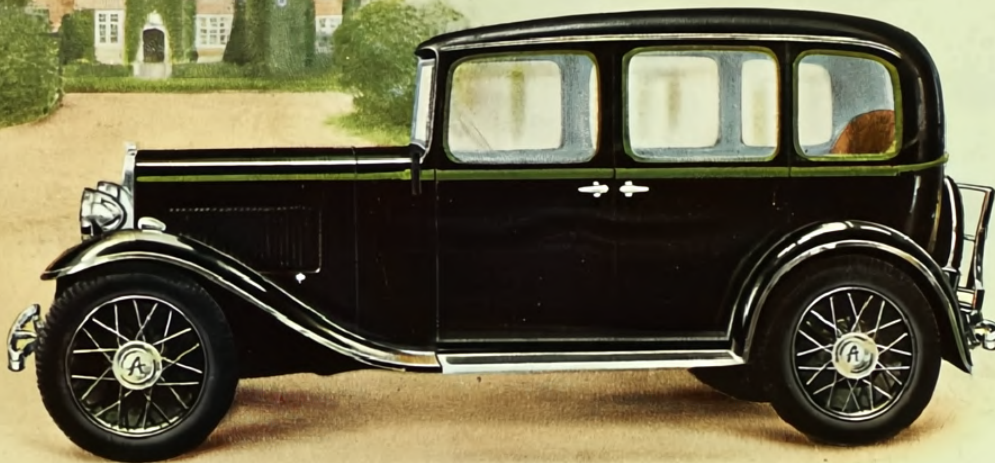
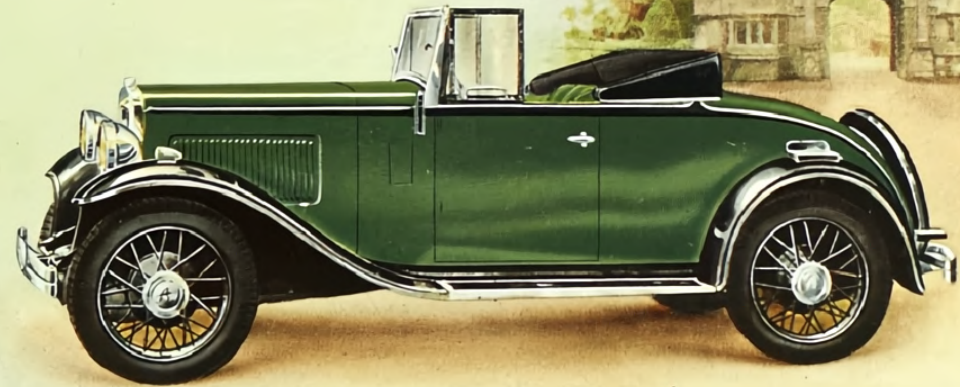
Equipment includes an interior visor, direction indicators, foot rests, a luggage carrier, windscreen wiper, driving mirror, interior light, companion set, rope pulls, spare wheel with tyre, and those accessories shown on the chassis specification. Triplex glass throughout. ("Triplex Toughened" for export).

PRICES ON PAGE 35.



The Light Twelve-Six "ETON" Two-Seater

A LIGHT six-cylinder engine and a light two-seater body make a happy combination to ensure easy, fast touring. The lines of the "Eton" are neat and the hood a reliable protection in stormy weather. The well of the wide dickey will accommodate luggage. The upholstery is full and comfortable and of the best leather.



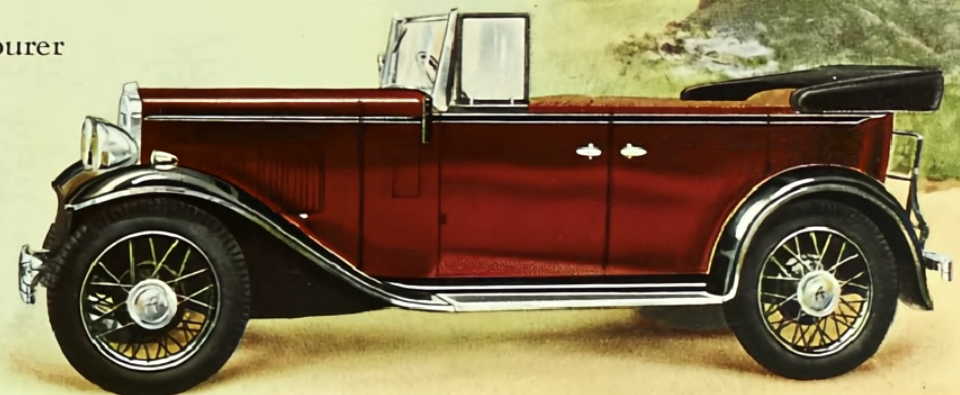
The "HARLEY" Saloon-de-Luxe

SIX windows, four wide doors, generous interior accommodation for five persons, a Pytchley sliding roof, deep comfortable upholstery, with arm and foot rests to the rear seats. A large recess on the dash is provided for parcels, etc., and a very complete saloon equipment makes this model an attractive one. There is a fixed head model with less expensive furnishings and without those items marked * in equipment list.

The Light Twelve-Six OPEN ROAD Tourer

A LIGHT convenient four-seater of attractive appearance with ample accommodation. It is a good performer on the road, and with the hood and side curtains in position, it is thoroughly weatherproof. The front seats are independently adjustable, the full comfortable upholstery is covered with best leather. The side curtains are safely carried in compartments in the doors when not in use, and are secured against rattle when erected.

All these models can also be supplied with a 15.9 engine without additional cost.



FURNISHING AND EQUIPMENT.

The cars can be finished to choice of Austin colours. Saloon-de-Luxe upholstered in Vaumol hide, Bedford cord or moquette, Open cars in leather, fixed head Saloon in leather cloth or wool rep. Equipment includes an *interior visor (*on De Luxe Saloon only), spare wheel with tyre and *cover, direction indicators, footrests, windscreen wiper, driving mirror, interior lights, companion set, rope pulls, and those accessories shown on the chassis specification. All fittings chromium plated. Triplex glass throughout ("Triplex Toughened" for Export).

Prices on page 35

The AUSTIN LIGHT TWELVE-SIX 6-Cylinder

GENERAL DIMENSIONS.

Wheelbase - - 8ft. 10in. (2,694 mm.)
Track - - 4ft. 2in. (1,270 mm.)
Road clearance - 7½in. (190 mm.)
Turning circle - 42ft. (12,801 mm.)

ENGINE.

13·9 h.p. 6-cylinder monobloc; bore, 2·410in. (61·25 mm.); stroke, 3·335in. (84·63 mm.). Total capacity, 91·2 cu. in. (1,496 c.c.); R.A.C. rating, 13·956 h.p.; b.h.p. at 2,600 r.p.m., 26.

15·9 h.p. 6-cylinder monobloc; bore, 2·579in. (65·5 mm.); stroke, 3·335in. (84·63 mm.). Total capacity, 104·4 cu. in. (1,711 c.c.); R.A.C. rating, 15·96 h.p.; b.h.p. at 2,600 r.p.m., 30.

In both engines the cylinder heads are detachable and the valves are all on the near side. Induction and exhaust manifolds are mounted to provide hot-spots. The crankshafts are carried on four bearings of ample diameter. Pistons are of aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 8 gallons (36 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By battery and coil; the distributor has an automatic advance and retard mechanism.

COOLING.

By Thermo-Syphon and fan, circulation controlled by automatic Thermostat.

LUBRICATION.

Lubrication is by means of a gear wheel pump, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

CHASSIS.—New cross-braced frame.

TRANSMISSION.

The clutch is of the single-plate type. The gearbox has four speeds forward and a reverse. Synchromesh engagement for third and top speeds; second, third and top speed gears, being in constant mesh, ensure silent running. The ratios of engine to road wheels are 20·85, 13·59, 8·64 and 5·5 to 1.

The gearbox forms one unit with the engine and the whole is suspended at four points on rubber bushes to absorb vibration. Gear changes by a lever mounted centrally. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, the wheels are carried on ball bearings.

BRAKES.

Four wheel expanding brakes operated either by hand or foot. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the electric horn button and the finger control lever of the dip-and-switch mechanism for the head lamps.

SUSPENSION.

Road springs are semi-elliptic, interleaved, and mounted with non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers to front and rear of car.

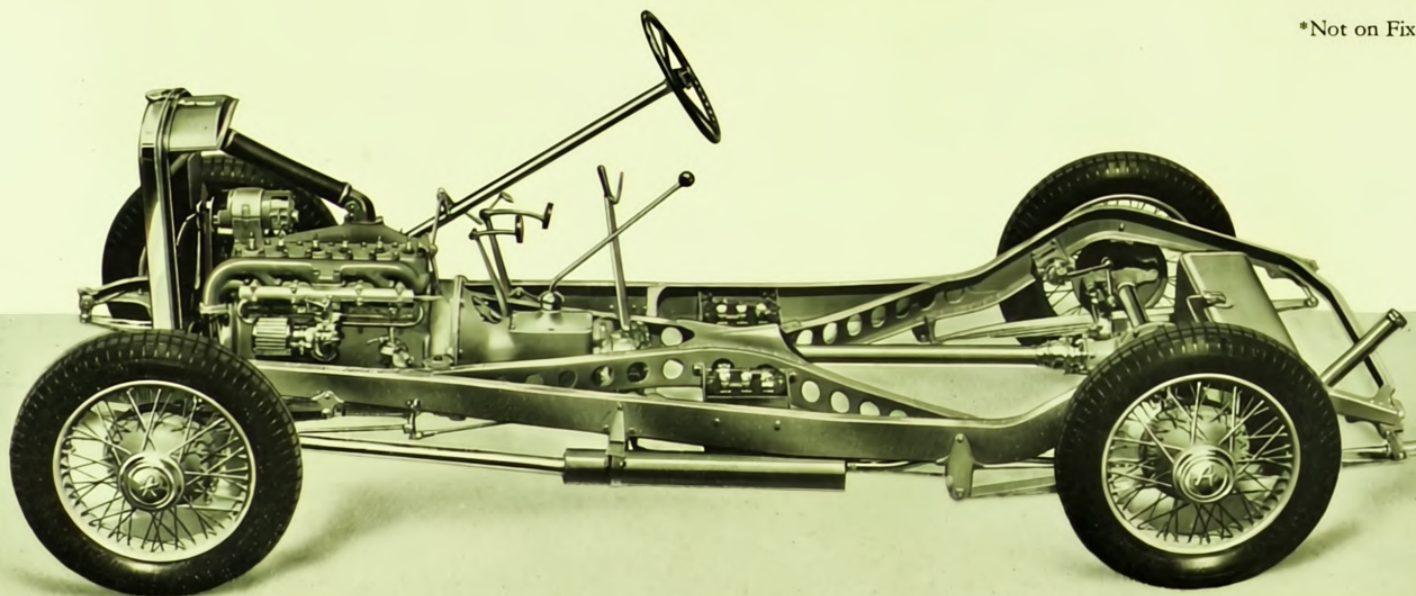
WHEELS AND TYRES.

Magna wheels, with Dunlop 4·75—19 tyres. Wire wheels on fixed-head Saloon.

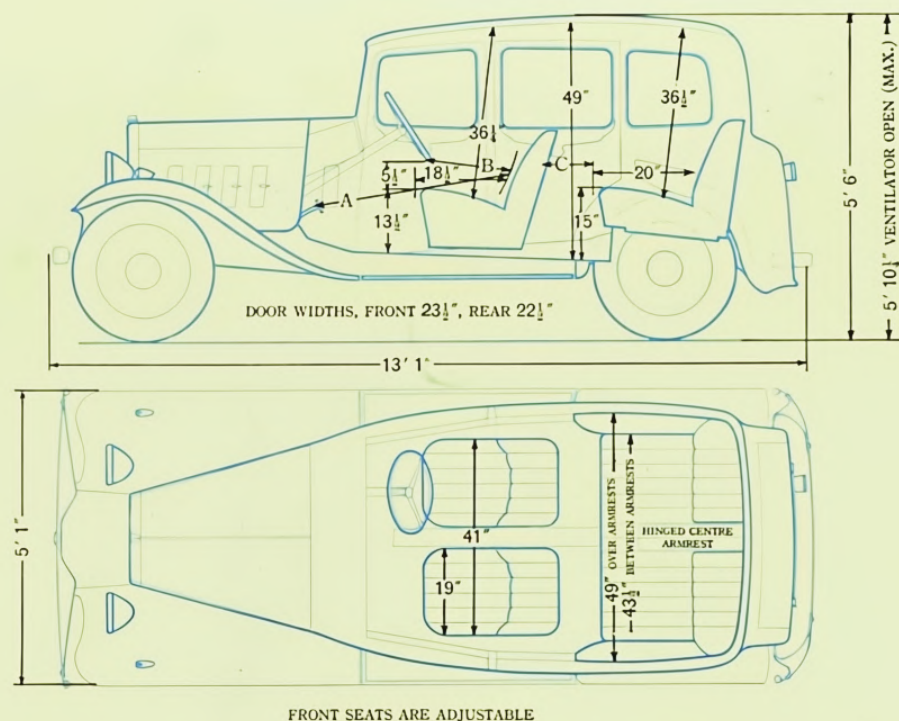
EQUIPMENT.

12 volt electric lighting and starting with hand starter switch on fascia board; *Chromium plated dip-and-switch head lamps; combined "stop" and tail lamp; *bumpers at front and rear; carburetter air strangler, air cleaner, clock, petrol gauge, speedometer, electric horn, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

*Not on Fixed-head Saloon.



The Twelve-Six "ASCOT"

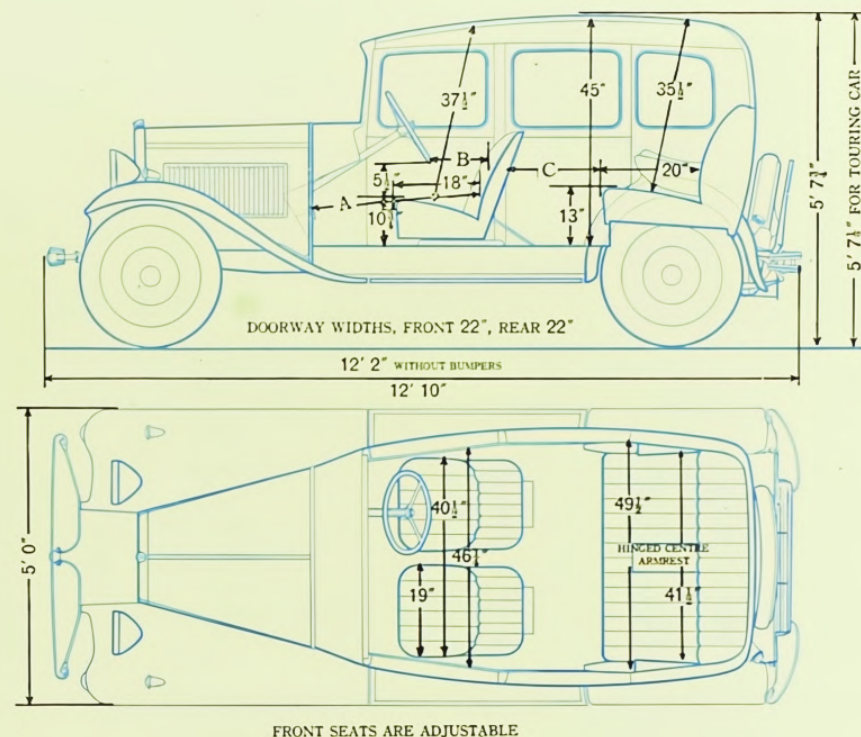


A—36½in. min. 43in. max. B—11in. min. 17½in. max. C—10½in. min. 16¾in. max.

OPEN ROAD Four-seater.
Length over bumpers, 12ft. 10in.

"ETON" Two-seater.
Length over bumpers, 13ft. 1in.

The Twelve-Six "HARLEY"



A—34½in. min. 41½in. max. B—11¾in. min. 18¾in. max. C—13in. min. 20in. max.

FIXED HEAD SALOON.
Length (luggage carrier folded), 12ft. 2in.

STOCK COLOURS and UPHOLSTERY

Cars painted in colours as stated in the list of Models below are produced for stock to ensure prompt delivery.

Other colours given in the Austin Range can be obtained, but longer notice will be required.

Royal Blue. Maroon. Westminster Green. Black. Auto Brown. Turquoise Blue. Silver Grey. Dove Grey. Pueblo Brown. Cherry Red.

SPECIAL COLOURS AND UPHOLSTERY WILL BE AN EXTRA CHARGE.

ASCOT SALOON.	Cherry Red	Black Top.	Red fine lines.	Best selected Hide, Bedford Cord or Moquette.
	Dove Grey	" "	Gold "	" " " " "
	Royal Blue	" "	Blue "	" " " " "
	Westminster Green	" "	Cream or Green fine lines.	" " " " "
	Pueblo Brown	Malay Brown Top.	Yellow fine lines.	" " " " "
DE LUXE SALOON.	*Royal Blue	— —	Blue fine lines.	" " " " "
	*Maroon	— —	Beige "	" " " " "
	Westminster Green	Black Top.	Cream or Green fine lines.	" " " " "
	Black	— —	Red, Green or Brown fine lines.	" " " " "
	*Auto Brown	Black Top.	Straw fine lines.	" " " " "

*SALOON with FIXED HEAD is finished in these colours only and upholstered in Wool Rep or Leather Cloth.

TOURER and TWO-SEATER.	Royal Blue	— —	Blue fine lines.	Leather.
	Maroon	— —	Red "	"
	Westminster Green	— —	Cream or Green fine lines.	"

The Light Twelve-Four "HARLEY" Saloon De Luxe

A truly economic, good looking, well finished five-seater Saloon car, with a particularly lively four-cylinder engine that will "keep its tune." Vibration is absorbed by the rubber buffers on which the engine is mounted. The Synchromesh gears give easy correct gear changes and the constant mesh gears ensure silent running. The frame is cross-braced and strengthened. The large four-wheel brakes control the car at any speed, and the riding qualities, because of the long interleaved springs and hydraulic shock absorbers, are notably good. The carriagework is of high quality. Four wide doors assist easy entrance and exit. Both front seats are independently adjustable, the cushions and squabs are deep and comfortable; there are arm and foot rests to the rear seat, and the "Pytchley" sunshine roof and ample window space make the interior light and cheerful.

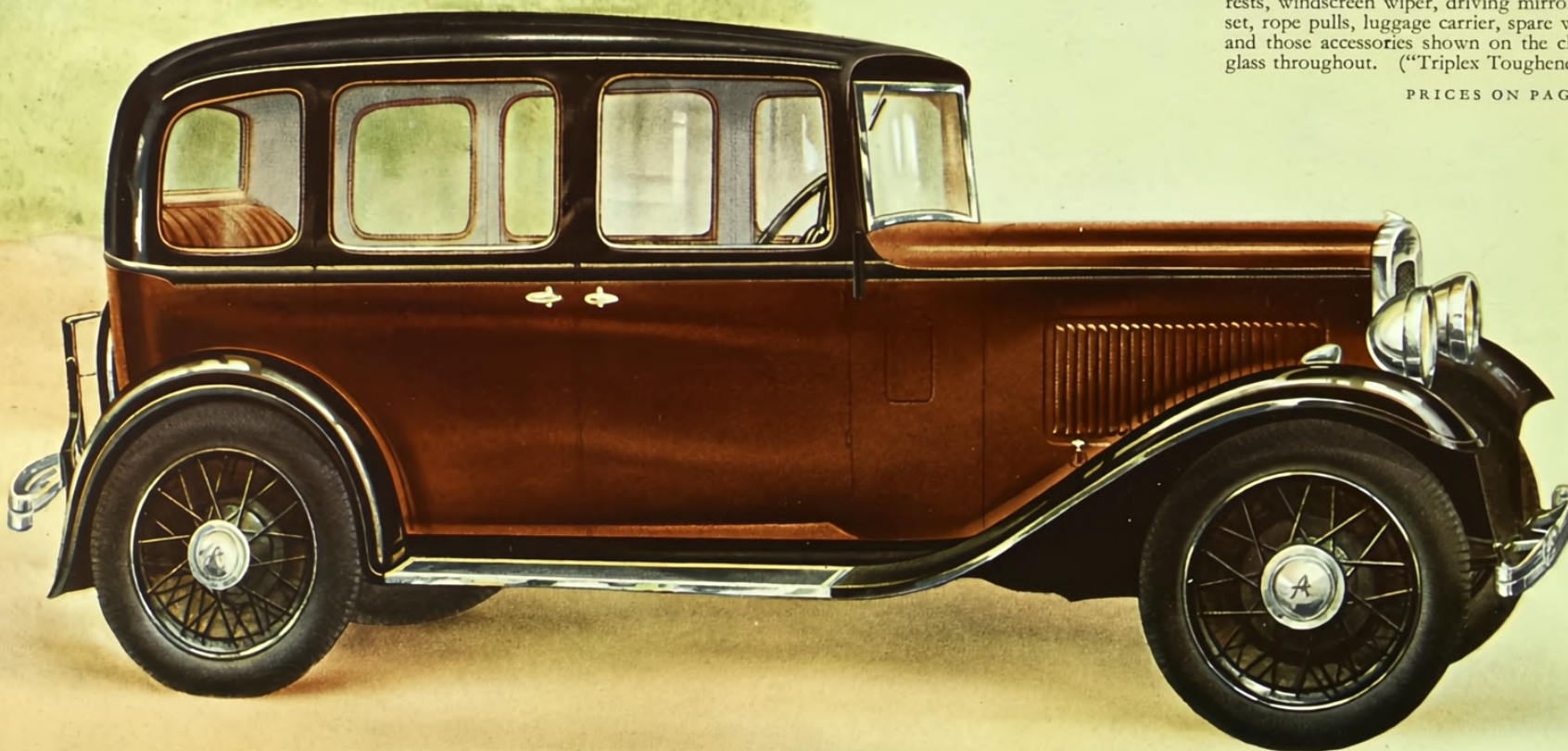
There is also a fixed head Saloon with less expensive furnishings and without those items marked * in the equipment list below.

FURNISHING AND EQUIPMENT.

The cars can be finished to choice of Austin Colours. Upholstered in Vaumol Hide, Bedford Cord or Moquette, or the Fixed Head Saloon in Leather Cloth or Wool Rep.

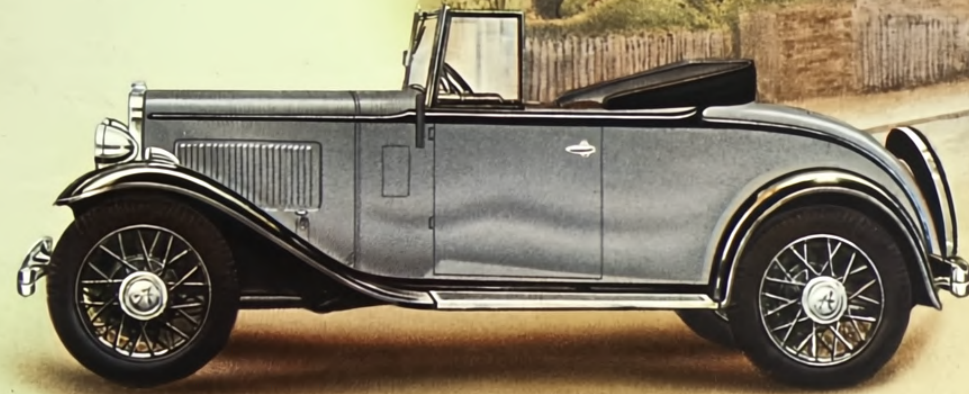
Equipment includes an *interior visor, direction indicators, foot rests, windscreen wiper, driving mirror, interior light, companion set, rope pulls, luggage carrier, spare wheel with tyre and *cover, and those accessories shown on the chassis specification. Triplex glass throughout. ("Triplex Toughened" for export).

PRICES ON PAGE 35.



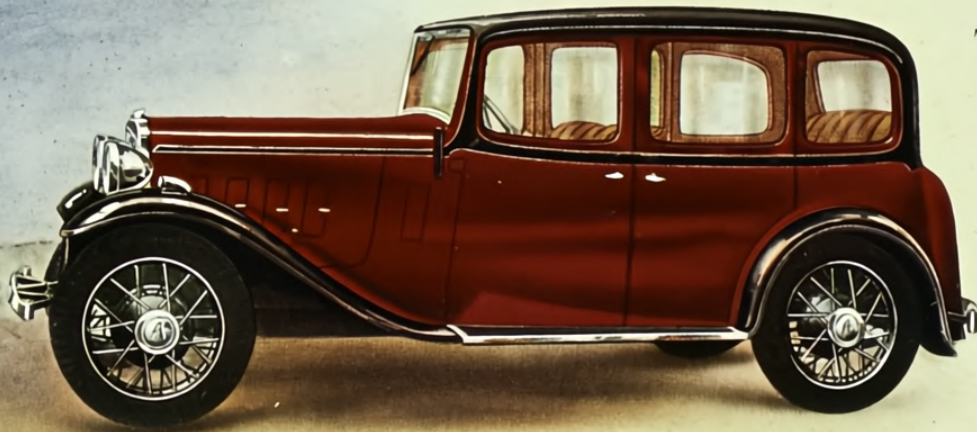
The Light Twelve-Four "ETON" Two-Seater

It is attractive and smart in appearance with clean speedy lines. It has wide seats, independently adjustable, and if the dickey is used will carry four persons in comfort. There is room in the well of the dickey for luggage when touring. The hood is genuinely weatherproof and the side-screens stow away in the doors when not in use.



The Light Twelve-Four "ASCOT" Saloon-de-Luxe

THE graceful appearance of this saloon is exceptionally pleasing. The low floor and wide doors give easy access to both front and rear seats. There is ample head and foot room, and a special flush-fitting sliding roof. The spare wheel is covered by a hinged panel at the rear, which when lowered becomes the luggage carrier.



The Light Twelve-Four OPEN ROAD Tourer

SUMMER touring is pleasant in such an open car, and the winter's inclemency may be defied when the hood and side curtains are erected. There is ample seating for four persons, and four wide doors. The separate front seats are independently adjustable. Full deep comfortable upholstery covered in good quality leather.

On all these models there is a lively smooth-running four-cylinder engine and Synchronesh gears, giving easy, silent gear changes.



FURNISHING AND EQUIPMENT.

The cars can be finished to choice of Austin colours. Saloon-de-Luxe upholstered in Vaumol hide, Bedford or moquette. Open cars in leather. Equipment includes an interior visor, direction indicators, foot rests, luggage accommodation, windscreen wiper, driving mirror, interior lights, companion set, rope pulls, spare wheel with tyre and cover, and those accessories shown on the chassis specification. All fittings chromium plated. Triplex glass throughout. ("Triplex Toughened," for Export).

Prices on page 35

The AUSTIN LIGHT TWELVE-FOUR 4-Cylinder

GENERAL DIMENSIONS.

Wheelbase - - 8ft. 10in. (2,694 mm.)
Track - - 4ft. 2in. (1,270 mm.)
Road clearance - 7½ in. (190 mm.)
Turning circle - 42ft. (12,801 mm.)

ENGINE.

4-cylinder monobloc; bore, 2.73in. (69.3 mm.); stroke, 4in. (101.6 mm.). Total capacity, 93.6 cu. in. (1,535 c.c.); R.A.C. rating, 11.9 h.p.; b.h.p. at 2,600 r.p.m., 26. The cylinder head is detachable and the valves are all on the near side. Induction and exhaust manifolds are mounted to provide a hot-spot. The crankshaft is carried on three bearings of ample diameter. Pistons are of special aluminium alloy.

PETROL TANK AND FILLER.

The tank has a capacity of 8 gallons (36 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By battery and coil, the distributor is easily accessible and incorporates an automatic advance and retard mechanism.

COOLING.—By Thermo-Syphon and fan.

LUBRICATION.

Lubrication is by means of a gear wheel pump, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun. The number of greasers is reduced to a minimum.

CHASSIS.—New cross-braced frame.

TRANSMISSION.

The clutch is of the single-plate type. The gearbox has four speeds forward and a reverse. Synchromesh engagement for third and top speeds; second, third and top speed gears, being in constant mesh, ensure silent running. The ratios of engine to road wheels are: 18.95, 12.35, 7.85 and 5.0 to 1. The gearbox forms one unit with the engine, and the whole is suspended at three points on rubber bushes to absorb vibration. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel. The rear axle is of the three-quarter floating type. The wheels are carried on ball bearings.

BRAKES.

Large and powerful four-wheel expanding brakes operated either by hand or foot. All brakes are easily adjusted.

STEERING.

Steering is of the worm and worm wheel type, with provision for taking up wear. Over the wheel are the electric horn button and the finger control lever of the dip-and-switch mechanism for the head lamps.

SUSPENSION.

Road springs are semi-elliptic and interleaved. All springs are mounted with non-lubricated "Silentbloc" shackles. Luvax hydraulic shock absorbers to front and rear of car.

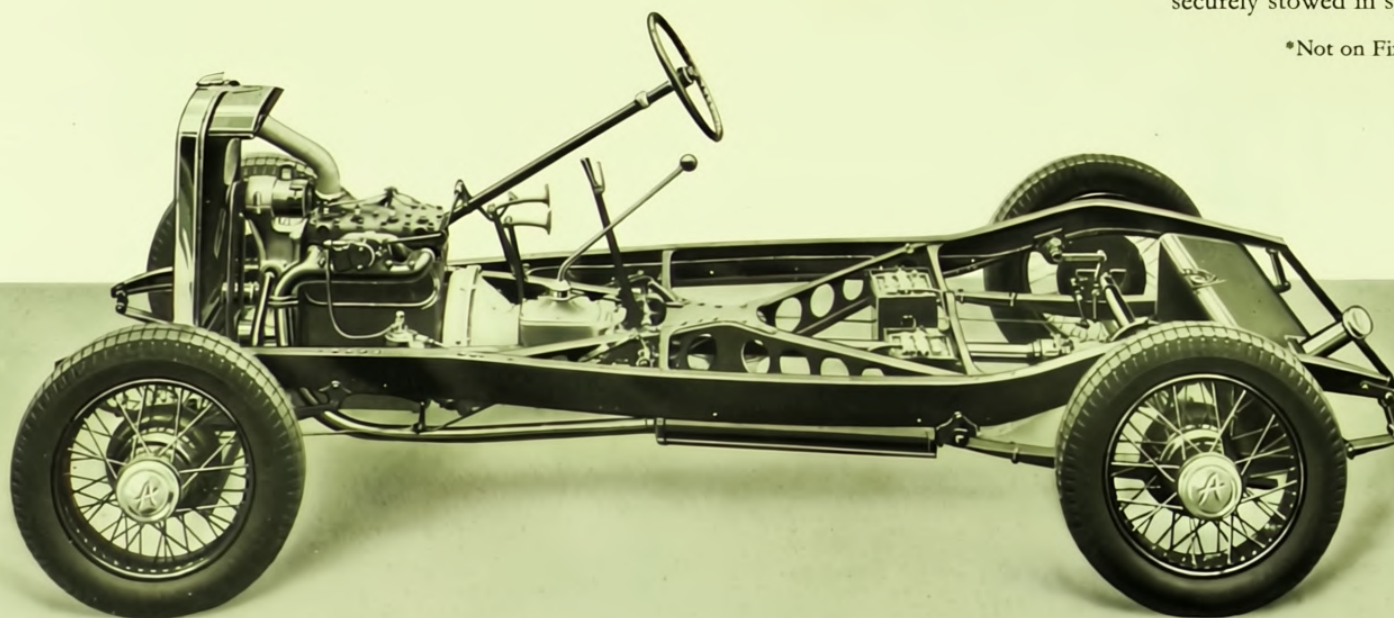
WHEELS AND TYRES.

Magna wheels, with Dunlop 4.75—19 tyres. Wire wheels on Harley fixed-head Saloon.

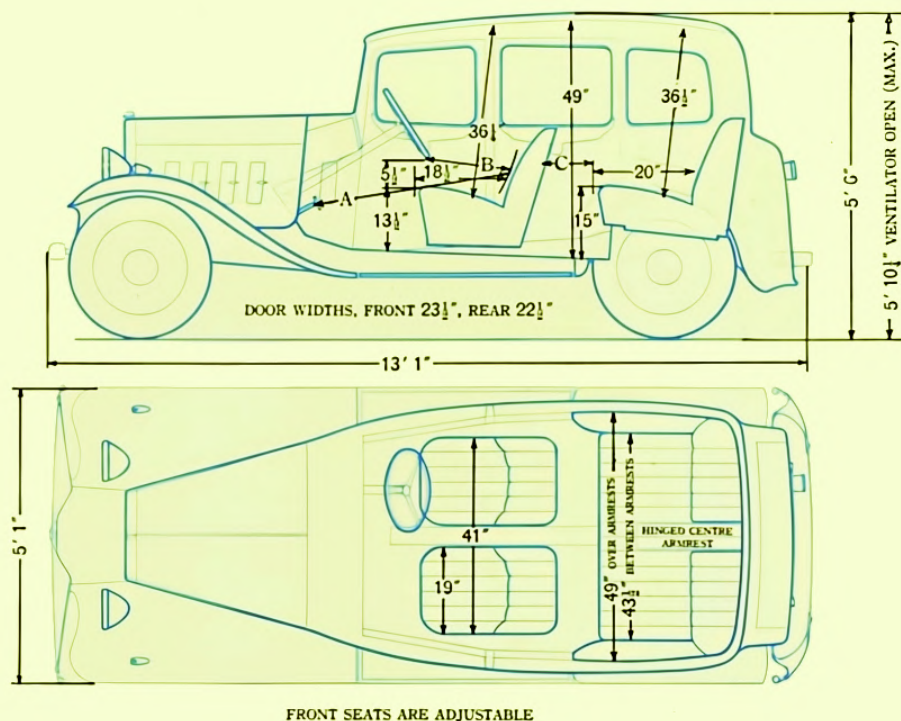
EQUIPMENT.

12 volt electric lighting and starting with hand starter switch on fascia board. *Chromium plated dip-and-switch head lamps; combined "stop" and tail lamp, *bumpers at front and rear, carburettor air strangler, clock, petrol gauge, speedometer, electric horn, luggage carrier, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

*Not on Fixed-head Saloon.



The Light Twelve-Four “ASCOT”

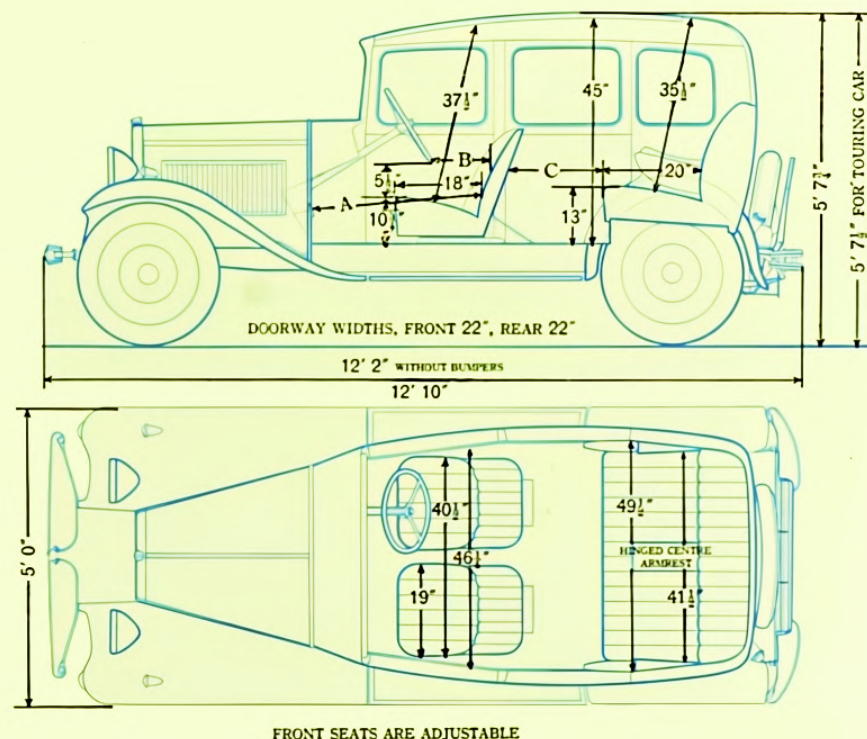


A—36½ in. min. 43 in. max. B—11 in. min. 17½ in. max. C—10½ in. min. 16¾ in. max.

OPEN ROAD Four-seater.
Length over bumpers, 12ft. 10in.

“ETON” Two-seater.
Length over bumpers, 13ft. 1in.

The Light Twelve-Four "HARLEY"



A—34 $\frac{1}{2}$ in. min. 41 $\frac{1}{2}$ in. max. B—11 $\frac{3}{4}$ in. min. 18 $\frac{3}{4}$ in. max. C—13in. min. 20in. max.

FIXED HEAD SALOON.
Length (luggage carrier folded), 12ft. 2in.

STOCK COLOURS and UPHOLSTERY

Cars painted in colours as stated in the list of Models below are produced for stock to ensure prompt delivery.

Other colours given in the Austin Range can be obtained, but longer notice will be required.

Royal Blue. Maroon. Westminster Green. Black. Auto Brown. Turquoise Blue. Silver Grey. Dove Grey. Pueblo Brown. Cherry Red.

SPECIAL COLOURS AND UPHOLSTERY WILL BE AN EXTRA CHARGE.

ASCOT SALOON.	Cherry Red	Black Top.	Red fine lines.	Best selected Hide, Bedford Cord or Moquette.				
	Dove Grey	" "	Gold "	"	"	"	"	"
	Royal Blue	" "	Blue "	"	"	"	"	"
	Westminster Green	" "	Cream or Green fine lines.	"	"	"	"	"
	Pueblo Brown	Malay Brown Top.	Yellow fine lines.	"	"	"	"	"
DE LUXE SALOON.	*Royal Blue	— —	Blue fine lines.	"	"	"	"	"
	*Maroon	— —	Beige "	"	"	"	"	"
	Westminster Green	Black Top.	Cream or Green fine lines.	"	"	"	"	"
	Black	— —	Red, Green or Brown fine lines.	"	"	"	"	"
	*Auto Brown	Black Top.	Straw fine lines.	"	"	"	"	"
*SALOON with FIXED HEAD is finished in these colours only and upholstered in Wool Rep or Leather Cloth.								
TOURER and TWO-SEATER.	Royal Blue	— —	Blue fine lines.	Leather.				
	Maroon	— —	Red "	"				
	Westminster Green	— —	Cream or Green fine lines.	"				

The Ten-Four SALOON De Luxe

THIS model has become a firm favourite, and its popularity is constantly increasing. It embodies the sound principle of carrying the load well within the wheelbase—its neat, shapely appearance, full four-seater capacity, economy in use, dependable service and very reasonable price make it an excellent investment. It is fitted with a "Pytchley" sunshine roof, and both front seats are independently adjustable. The flexible, willing four-cylinder engine is mounted on Silentbloc bushes to absorb vibration, the new cross-braced frame adds strength and rigidity. A 12 volt lighting and starting equipment is fitted.

The new Synchromesh gears facilitate gear changing, and the constant mesh gears ensure silent running, the brakes are powerful and efficient, and the road holding and cornering remarkably good. There is also a fixed head model with less expensive furnishings and without those items marked * in the equipment list below.

FURNISHING AND EQUIPMENT.

The cars can be finished to choice of Austin Colours. Upholstered in Bedford Cord, Moquette or best selected Hide. The Fixed Head Saloon in Leather Cloth or Wool Rep.

Equipment includes an *interior visor, direction indicators, wind-screen wiper, driving mirror, luggage carrier, spare wheel with tyre and *cover, and those accessories shown on chassis specification. Triplex glass throughout. ("Triplex Toughened" for export).

PRICES ON PAGE 35.



The Ten-Four TWO-SEATER

A PARTICULARLY pleasing little car that combines elegance and smartness and is comfortable as well as "nippy." The dickey, which is safely secured by a spring bolt operated from the driver's seat, contains comfortable seating for two persons, or will accommodate luggage. The front seats are independently adjustable, and the easily erected hood stows away neatly when not required.



The Ten-Four CABRIOLET

AN elegant modern car which provides accommodation for four persons. Very wide doors for easy entrance or exit. The front seats are adjustable and tip forward. A commodious luggage box is built into the rear. The easily operated hood is designed to be used in three positions—full closed, half open, or fully open—and is thus adapted for all weather conditions.

The Ten-Four TOURER

A FOUR-SEATER touring car of convenient and shapely proportions with excellent road performance.

There are four wide doors, so that it is easy to enter or leave the car, adjustable front seats, a hood that is weatherproof and easily put up, side curtains that do not rattle; and it is very comfortably upholstered.

All Ten-four models have the Synchronesh gears, to ensure easy silent changes.



FURNISHING AND EQUIPMENT.

The cars can be finished to choice of Austin colours. The Cabriolet is upholstered in Bedford cord, moquette or best selected hide, the Open models in best selected hide. Equipment includes an interior visor (Cabriolet only), spare wheel cover, direction indicators, accommodation for luggage, windscreen wiper, driving mirror, spare wheel with tyre and cover, and those accessories shown on chassis specification. Triplex glass throughout ("Triplex Toughened" for Export).

Prices on page 35

The AUSTIN TEN-FOUR 4-Cylinder

GENERAL DIMENSIONS.

Wheelbase	-	-	7ft. 9in. (2,361 mm.)
Track	-	-	3ft. 9in. (1,143 mm.)
Road clearance	-		7½ in. (190 mm.)
Turning circle	-		37ft. (11,300 mm.)

ENGINE.

4-cylinder, water-cooled, detachable head. Bore, 2·4995in. (63·5 mm.). Stroke, 3·5in. (89 mm.). Total capacity, 68·7 cu. ins. (1,125 c.c.). R.A.C. rating, 9·996 h.p.; b.h.p. at 2,600 r.p.m., 20. The pistons are of aluminium alloy, the valves are all on the near side, the induction and exhaust manifolds are cast in one piece to provide a hot-spot. The crankshaft is carried on three bearings of ample diameter.

PETROL TANK AND FILLER.

The tank has a capacity of 6 gallons (27 litres), and is most conveniently placed at the rear of the car. The supply to the engine is by a petrol pump. A contents gauge is included on the instrument board.

IGNITION.

By coil and battery. The distributor is easily accessible and incorporates an automatic advance and retard mechanism.

LUBRICATION.

Lubrication is by means of a gear wheel pump, forcing oil to all bearings of the crankshaft and camshaft and connecting rod big ends.

A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

COOLING.—By Thermo-Syphon and fan.

CHASSIS.—New cross-braced frame.

TRANSMISSION.

The clutch is of the single-plate type. The gearbox has four speeds forward and a reverse. Synchromesh engagement for third and top speeds; second, third and top speed gears, being in constant mesh, ensure silent running. The ratios of engine to road wheels are : 5·25, 8, 12·8 and 20·7 to 1. The gearbox forms one unit with the engine, and the whole is suspended at three points on rubber bushes to absorb vibration. Gear changes are easily effected by a lever mounted centrally. Final drive is by spiral bevel. The rear axle is of the three-quarter floating type. The wheels are carried on ball bearings.

BRAKES.

Both foot and hand brakes operate on all four wheels. These brakes are of the expanding type, and have simple single point adjustment.

STEERING.

The light and responsive steering is of the worm and worm wheel type, with provision

for taking up wear. On the centre of the wheel is the electric horn button, and below this is the dip and switch control for the head lamps.

SUSPENSION.

Road springs are semi-elliptic. All springs are mounted with the new non-lubricated "Silentbloc" shackles. Shock absorbers to front and rear of car.

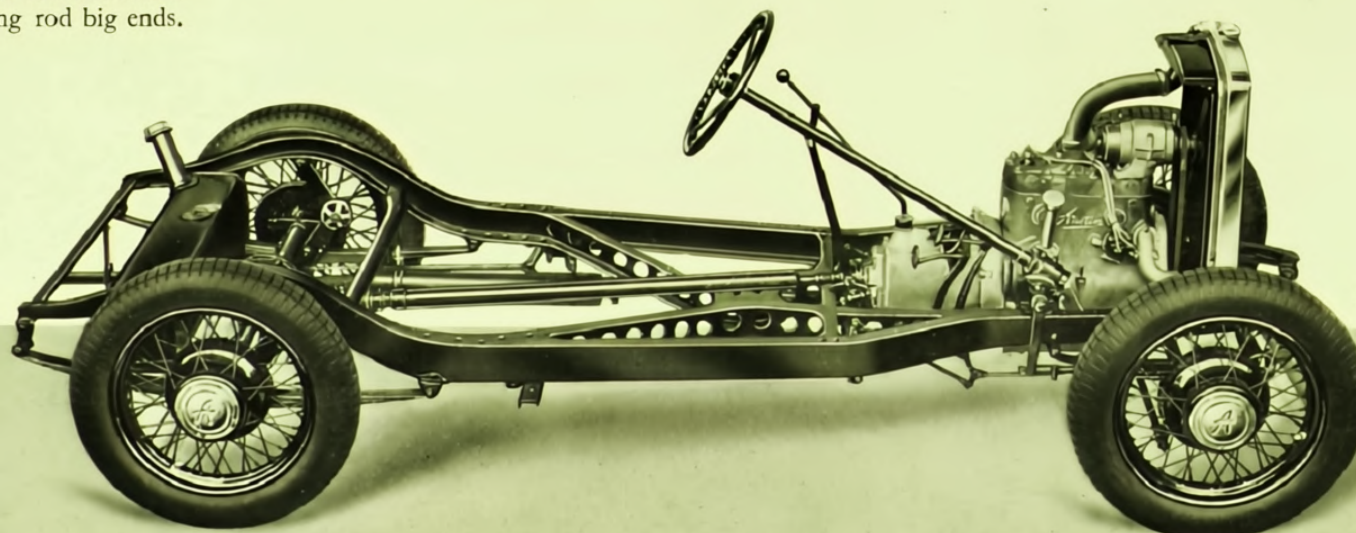
WHEELS AND TYRES.

Magna wheels, with 4·50—18 Dunlop tyres. The Fixed-head Saloon has wire wheels, with 4·00—19 Dunlop tyres.

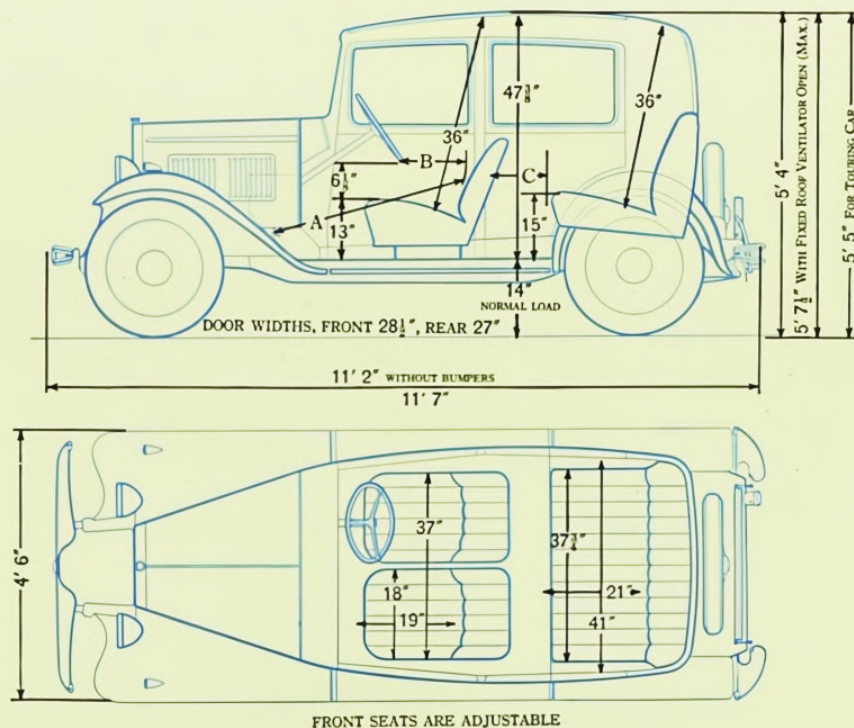
EQUIPMENT.

12 volt electric lighting and starting with hand starter switch on fascia board. *Chromium plated dip-and-switch head lamps, combined "stop" and tail lamp, *bumpers at front and rear, combined air strangler and throttle control, clock, petrol gauge, speedometer, electric horn, shock absorbers, luggage carrier, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

*Not on Fixed-head Saloon.



The Ten-Four SALOON DE LUXE



A—35in. min. 42in. max. B—10½in. min. 17½in. max. C—7in. min. 14in. max.

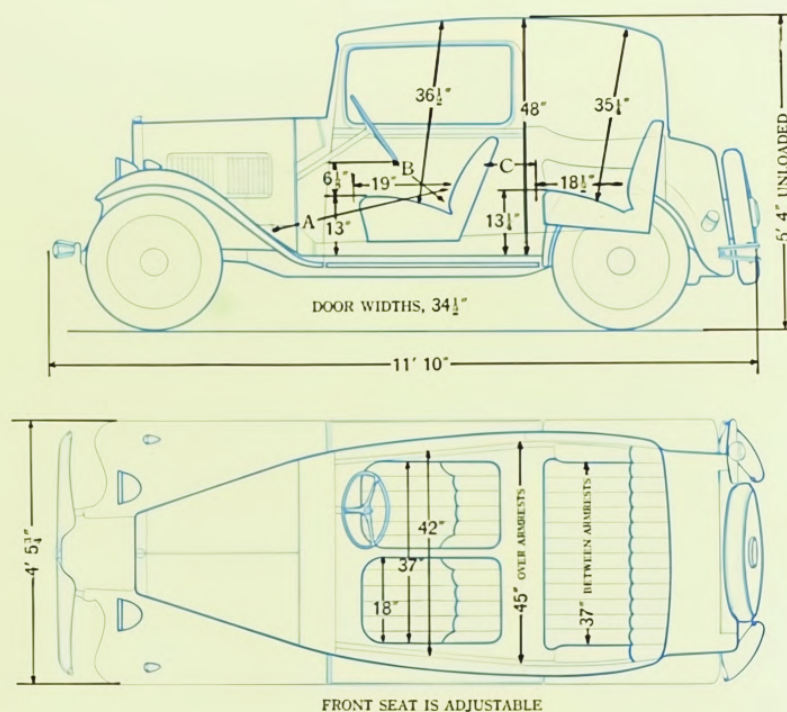
FIXED HEAD SALOON.

Length (luggage carrier folded), 11ft. 2in.

OPEN ROAD Four-seater.

Length over bumpers, 11ft. 7in.

The Ten-Four CABRIOLET



A—35in. min. 42in. max. B—10½in. min. 17½in. max. C—7in. min. 14in. max.

TWO-SEATER.

Length over bumpers, 11ft. 10in.

STOCK COLOURS and UPHOLSTERY

Cars painted in colours as stated in the list of Models below are produced for stock to ensure prompt delivery.

Other colours given in the Austin Range can be obtained, but longer notice will be required.

Royal Blue. Maroon. Westminster Green. Black. Auto Brown. Turquoise Blue. Silver Grey. Dove Grey. Pueblo Brown. Cherry Red.

SPECIAL COLOURS AND UPHOLSTERY WILL BE AN EXTRA CHARGE.

DE LUXE SALOON and CABRIOLET.

*Royal Blue	Black Mouldings.
*Maroon	" "
Westminster Green	" "
Cherry Red (Cabriolet only)	" "
Dove Grey	Seagull Grey Mouldings.
Black	— —

Blue fine lines.
Red "
Cream or Green fine lines.
Red fine lines.
Gold "
Fine lines.

Best selected Hide, Bedford Cord or Moquette.
" " " " "
" " " " "
" " " " "
" " " " "
" " " " "

*SALOON with FIXED HEAD is finished in these colours only and upholstered in Wool Rep or Leather Cloth.

TOURER and TWO-SEATER.

Royal Blue	— —
Maroon	— —

Blue fine lines.
Red "

Best selected Hide.
" "

The Seven SALOON De Luxe

THIS deservedly attractive model will genuinely accommodate four adults, and its ample head- and foot-room, pneumatic cushions, and high back squabs render it a revelation in small-car comfort. Entrance or exit is made easy by the wide doors, which permit free passage in or out of the car. Both front seats tip up and are separately adjustable. It is fitted with a "Pytchley" sliding sunshine roof easily operated from the driver's seat, an interior visor and direction indicators, as well as a full equipment of necessary accessories. The new Synchronesh gears make gear changing easy and silent.

The Austin Seven engine has successfully proved its capabilities in all parts of the world. It is economy and efficiency "par excellence." Mounted on rubber bushes to absorb vibration, its acceleration is good, it is flexible and has ample power for all occasions. A notable feature of this model is its excellent suspension and road-holding qualities. There is also a fixed head model with less expensive furnishings and without those items marked * in the equipment list below.

FURNISHING AND EQUIPMENT.

The cars can be finished to choice of Austin Colours, upholstered in best selected Hide. Fixed Head Saloon in Leather Cloth or Wool Rep.

Equipment includes an *interior visor, direction indicators, wind-screen wiper, driving mirror, spare wheel with tyre and *cover, and those accessories shown on chassis specification. Triplex glass throughout. ("Triplex Toughened" for export).

PRICES ON PAGE 35.



The Austin Seven TWO-SEATER

THIS model has neat clean lines and full accommodation for its two occupants. The adjustable seats provide a high degree of comfort, which makes long journeys at a good average speed a non-fatiguing experience.

Easily erected weatherproof hood and side-screens. The spare wheel is carried at the rear of the body.

The Synchromesh gears make gear changing easy and ensure silent running.

THE SEVEN-DE-LUXE INTERIOR.



IN addition to the de luxe saloon (the interior of which is shown in illustration), there is a fixed-head saloon with the same roomy comfort and proportions as the more costly model. The front seats are independently adjustable and tip forward to allow access to those at the rear. Pneumatic seats all round. It has the same engine and chassis, the Synchromesh gears and several other "refinements." It is fully equipped with all essential accessories.

The Seven TOURER

SEATING four persons in comfort, with wide doors for easy entrance or exit, pneumatic upholstery and full high squabs, hood and side curtains impervious to bad weather, excellent suspension, efficient brakes, the famous Seven engine, equally good on the level or in hilly country. The new Synchromesh gears ensure easy gear changing and silent running and "Austin dependability" is a summary of the salient features of this popular model.

FURNISHING AND EQUIPMENT.

The cars can be finished to choice of Austin colours. The fixed-head Saloon is upholstered in leather cloth or wool rep, the Open cars in leather cloth. Equipment includes direction indicators, windscreen wiper, driving mirror, spare wheel with tyre, and those accessories shown on chassis specification. Front screens Triplex glass ("Triplex Toughened" for Export).



The AUSTIN SEVEN

GENERAL DIMENSIONS.

Wheelbase	-	6ft. 9in. (2,057 mm.)
Track	-	3ft. 4in. (1,016 mm.)
Road clearance	-	8 $\frac{3}{4}$ in. (222 mm.)
Turning circle	-	33ft. (10,058 mm.)

ENGINE.

4-cylinder, water-cooled, detachable head. Bore, 2.2in. (56 mm.); stroke, 3in. (76 mm.) Total capacity, 45.6 cubic in. (747.5 c.c.); R.A.C. rating, 7.8; b.h.p. 12 at 2,600 r.p.m. The larger and stronger crankshaft has roller bearings. The pistons are of low expansion aluminium alloy. The valves are all on the near side, the induction and exhaust manifold is cast in one piece to provide a hot spot. The engine is mounted on rubber buffers to absorb vibration.

PETROL TANK AND FILLER.

The tank has a capacity of 5 gallons (22 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by petrol pump. A contents gauge is included on the instrument board.

IGNITION.—By coil and battery.

COOLING.

By Thermo-Syphon and fan.

LUBRICATION.

Engine lubrication is by means of a vane pump. Chassis lubrication is by grease gun.

TRANSMISSION.

Power is transmitted by means of a single plate clutch which is very light in operation. The gearbox has four speeds forward and a reverse. Synchromesh engagement for third and top speeds; second, third and top speed gears, being in constant mesh, ensure silent running. The ratios of engine to road wheels are: 1st speed, 22.94 to 1; 2nd, 13.85 to 1; 3rd, 8.73 to 1; top, 5.25 to 1. Gear changes are easily effected by a lever mounted centrally and convenient to the driver's hand. Final drive is by spiral bevel gear. The rear axle is of the three-quarter floating type, with differential and torque tube.

BRAKES.

The brakes are applied to all four wheels by either the hand lever or pedal. Adjustments are readily carried out and all parts are accessible.

CHASSIS.—Of patented design.

STEERING.

The light and responsive steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the gas and ignition control levers and horn switch. Dip-and-switch control for head-lights on steering column.

SUSPENSION.

Semi-elliptic transverse spring in front; those at the rear are quarter-elliptic. Shock absorbers front and rear.

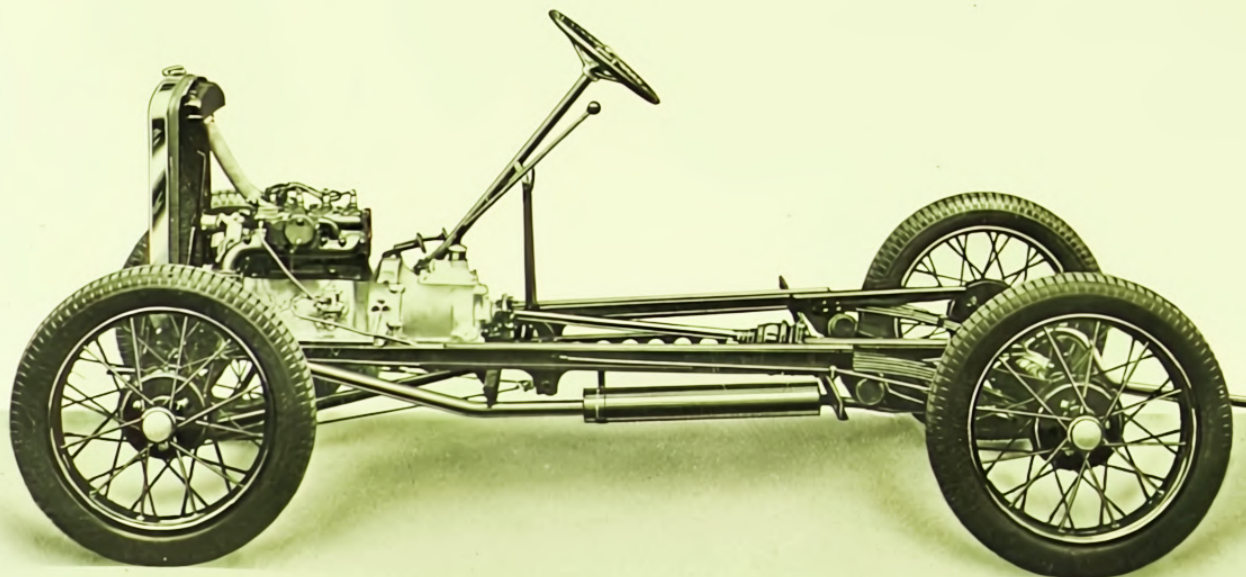
WHEELS AND TYRES.

Tyres are 3.50—19 Dunlop, and the wheels are of special wire type. The wheel centres are of stainless steel. On exported cars 4.00—19 Dunlop tyres are fitted.

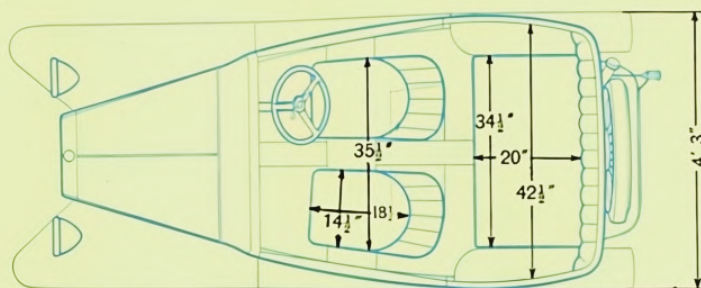
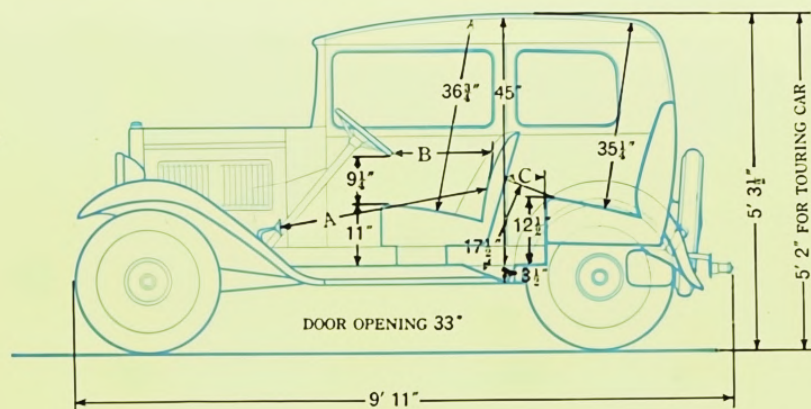
EQUIPMENT.

6 volt electric lighting and starting with hand starter switch. *Chromium plated dip-and-switch head lamps, combined "stop" and tail lamp, carburettor air strangler, electric petrol gauge, speedometer, electric horn, number-plates, spare wheel and tyre. Tools are securely stowed in special compartments.

*Not on Fixed-head Saloon.



The Seven SALOON DE LUXE

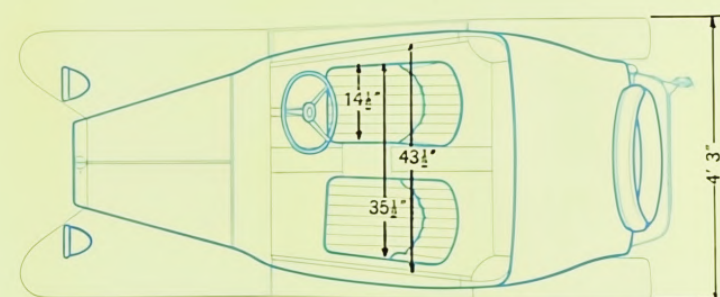
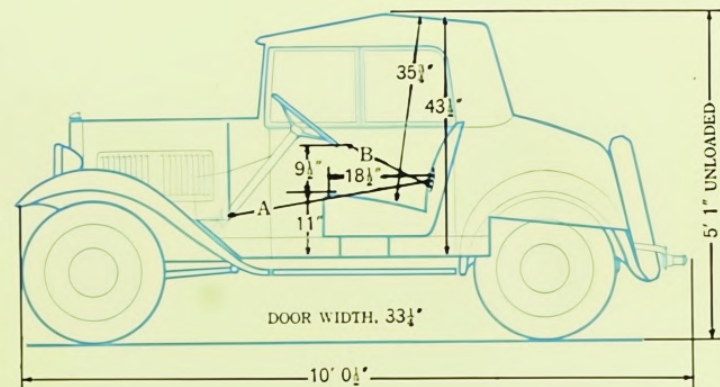


FRONT SEATS ARE ADJUSTABLE

A—38 $\frac{5}{8}$ in. min. 42in. max. B—15 $\frac{1}{8}$ in. min. 18 $\frac{1}{2}$ in. max. C—6in. min. 9 $\frac{3}{8}$ in. max.

TOURER—Full car length, 9ft. 11in.

The Seven TWO-SEATER



A—38 $\frac{5}{8}$ in. min. 42in. max. B—15 $\frac{1}{8}$ in. min. 18 $\frac{1}{2}$ in. max.

TOURER—Full car width (over door handles), 4ft. 4in.

STOCK COLOURS and UPHOLSTERY

Cars painted in colours as stated in the list of Models below are produced for stock to ensure prompt delivery.

Other colours given in the Austin Range can be obtained, but longer notice will be required.

Royal Blue. Maroon. Westminster Green. Black. Auto Brown. Turquoise Blue. Silver Grey. Dove Grey. Pueblo Brown. Cherry Red.

SPECIAL COLOURS AND UPHOLSTERY WILL BE AN EXTRA CHARGE.

DE LUXE SALOON.

Royal Blue	Black Top.	Blue fine lines.	Best selected Hide or Rep.
Maroon	" "	Red "	" " "
Westminster Green	" "	Cream "	" " "
Black	—	Fine lines.	" " "
Turquoise Blue	Black Top.	Cream fine lines.	" " "
Dove Grey	" "	Cream fine lines	" " "
Pueblo Brown	Malay Brown Top.	Yellow fine lines	" " "

SALOON.

Royal Blue	Blue fine lines.	Leather Cloth or Wool Rep.
Maroon	Beige "	" " " "
Black	Brown "	" " " "

TOURER.

Royal Blue	Fine lines.	Leather Cloth.
Maroon	" "	" "
Auto Brown	" "	" "

TWO-SEATER.

Royal Blue	Black Band.	Leather Cloth.
Dove Grey	" "	" "

MANUFACTURERS' WARRANTY

THE goods manufactured by the Austin Motor Company Limited (hereinafter called "the Company") are supplied with the following express Warranty which excludes all warranties conditions and liabilities whatsoever implied by Common Law Statute or otherwise that is to say :—

In the event of any defect being disclosed in any part or parts of the goods and if the part or parts alleged to be defective are returned to the Company's Works carriage paid within six months from the date when the goods are delivered new to the retail customer the Company undertakes to examine same and should any fault due to defective materials or workmanship be found on examination by the Company it will repair the defective part or supply free of charge a new part in place thereof. This Warranty is limited to the delivery to the purchaser free at the Company's Works of the part or parts whether new or repaired in exchange for those acknowledged by the Company to be defective.

The Company gives no warranty of the goods except as herein stated but desires and expects that customers shall make a thorough examination before purchasing. Persons dealing in the Company's goods are in no way the legal Agents of the Company and have no right or authority to assume any obligation on its behalf express or implied or to bind it in any way.

For the purpose of this Warranty the term "goods" means and includes new cars or vans or chassis or parts thereof including replacement parts manufactured by the Company. It does not include tyres, speedometers or Electrical Equipment or other proprietary articles or goods (including coach work) not of the Company's own manufacture although supplied by the Company. Proprietary articles are covered by the warranty (if any) given by the separate manufacturers. On second-hand goods no warranty is given by the Company or is to be implied.

The Company's responsibility is limited to the terms of this Warranty and it shall not be answerable for personal injuries or consequential or

resulting liability damage or loss arising from any defects. This Warranty shall not apply to defects caused by motor racing wear and tear misuse or neglect or to the defects in any goods which have been altered outside the Company's Works or which have been let out on hire or the identification numbers or marks on which have been altered or removed.

This warranty is dependent upon the strict observance by the Purchaser of the following provisions :—

The Purchaser shall at the time of purchase personally sign the form supplied by the Company and register his name address date of purchase price paid and car and chassis numbers and name and address of Seller with the Company and shall obtain from the Company a signed copy of this Warranty and shall produce same to the Company's representative for inspection in case of any claim being made. This Warranty shall not be assigned or transferred to anyone unless the Company's consent in writing has first been obtained.

The Purchaser shall send to the Company's Works such part or parts as are alleged or claimed to be defective promptly on the discovery of the claimed defect. Transportation is to be prepaid by the Purchaser and said part or parts to be properly packed for transit and clearly marked for identification with the name and full address of the Purchaser and with the car and chassis numbers of the vehicle from which the said part or parts were taken.

The Purchaser shall post to the Company at its Works on or before despatch of such part or parts alleged to be defective a full and complete description of the claim and the reasons therefor.

The judgment of the Company in all cases of claims shall be final and conclusive, and the Purchaser agrees to accept its decision on all questions as to defects and to the exchange of part or parts. After the expiration of six days from the despatch of notification of the Company's decision the part or parts submitted may be scrapped or returned carriage forward by the Company.

TERMS OF BUSINESS

TERMS OF BUSINESS.—The Company reserves the right to vary the list prices at any time for any reason whatsoever. Should the price be increased prior to delivery, the client has the option of cancelling the order within seven days after being notified of such increase, and of calling for the return of his deposit, which shall be accepted in satisfaction of all claims.

DELIVERY.—At the Company's Works, Longbridge, Birmingham. The Company will not be responsible for any delays in connection with the manufacture or delivery of any products listed herein, if such delays are caused by scarcity of labour or material, strikes, lockouts or any cause over which the Company has no control.

ALTERATIONS IN DESIGNS AND EQUIPMENT.—The Company reserves the right, on the sale of any car, to make, before delivery, without notice, any alteration to, or departure from, the specification, designs or equipment detailed in this catalogue.

Triplex glass will be generally fitted, but the Company, if supplies are not available, will substitute other approved glass. Cars for export have "Triplex Toughened" glass.

DEPOSIT.—A deposit of £25 to accompany the order for each car or chassis, and the balance of the purchase money becomes payable on delivery of goods.

SCHEDULE OF PRICES

Austin Twenty 6-Cylinder

"RANELAGH" Limousine	-	-	£595	0	0
"RANELAGH" Landaulet	-	-	£595	0	0
"WHITEHALL" Saloon (short wheel-base)	-	-	£515	0	0

Austin Sixteen 6-Cylinder

(With 16 or 18 h.p. engine).

*"CARLTON" Saloon De Luxe	-	-	£328	0	0
"WESTMINSTER" Saloon De Luxe	-	-	£348	0	0
"IVER" Saloon (with division)	-	-	£338	0	0
"BERKELEY" Saloon De Luxe	-	-	£318	0	0
OPEN ROAD Tourer	-	-	£295	0	0
"HARROW" Two-seater	-	-	£295	0	0

*Auxiliary Seats, £7 10 0 extra.

Austin Light Twelve-Six 6-Cylinder

(With 13.9 or 15.9 engine).

"ASCOT" Saloon De Luxe	-	-	£235	0	0
"HARLEY" Saloon De Luxe	-	-	£225	0	0
SALOON, Fixed Head	-	-	£205	0	0
OPEN ROAD Tourer	-	-	£200	0	0
"ETON" Two-seater	-	-	£200	0	0

Austin Twelve 4-Cylinder

"BERKELEY" Saloon De Luxe	-	-	£295	0	0
SALOON, Fixed Head	-	-	£275	0	0
"WESTMINSTER" Saloon De Luxe	-	-	£325	0	0
OPEN ROAD Tourer	-	-	£265	0	0
"HARROW" Two-seater	-	-	£265	0	0

Austin Light Twelve-Four 4-Cylinder

"ASCOT" Saloon De Luxe	-	-	£218	0	0
"HARLEY" Saloon De Luxe	-	-	£208	0	0
SALOON, Fixed Head	-	-	£188	0	0
OPEN ROAD Tourer	-	-	£172	10	0
"ETON" Two-seater	-	-	£172	10	0

Austin Ten-Four 4-Cylinder

SALOON De Luxe	-	-	-	£172	10	0
SALOON, Fixed Head	-	-	-	£158	0	0
CABRIOLET	-	-	-	£178	0	0
TOURER	-	-	-	£152	0	0
TWO-SEATER	-	-	-	£152	0	0

Austin Seven 4-Cylinder

SALOON De Luxe	-	-	-	£128	0	0
SALOON, Fixed Head	-	-	-	£118	0	0
TOURER	-	-	-	£112	10	0
TWO-SEATER	-	-	-	£105	0	0

PRICES ARE AT WORKS.

These Prices refer to the Austin range of colours only, as set forth in this Catalogue.

AFTER SALES SERVICE

EVERY AUSTIN DEALER IS UNDER AGREEMENT TO GIVE "AFTER SALES SERVICE" TO AUSTIN CARS PURCHASED FROM HIM DURING THE PERIOD OF THE FIRST THOUSAND MILES RUNNING OF SUCH CARS.

HE WILL, WITHOUT CHARGE, INSPECT, AND IF NECESSARY :

- | | |
|--|---|
| Adjust brakes. | Examine battery and bring up to proper level with distilled water or diluted acid as may be required. |
| Oil and grease all points of the car. | Examine all wires and terminals. |
| Check and correct carburetter mixture. | Tighten all nuts and bolts on the body, steering and springs, etc. |
| Check and correct ignition timing and tappet clearances. | Adjust clutch and brake pedals. |
| Drain crankcase, gearbox and back axle, and refill. | Adjust fan belt. |
| Reset slow running adjustment. | Adjust timing chain. |
| Tighten cylinder head nuts. | Test the tyres for correct pressure. |
| Check front wheel alignment. | Clean dynamo commutator. |

ALL MATERIALS WILL BE CHARGED FOR.



THE AUSTIN MOTOR COMPANY LIMITED LONGBRIDGE, BIRMINGHAM

Telephones : CENTRAL 4140-4143 AND PRIORY 2101-2116.

Telegrams : " SPEEDILY, NORTHFIELD."

Code : BENTLEY'S.

479-483, Oxford Street, London, W.1

(NEAR MARBLE ARCH)

Telegrams : "AUSTINETTE, WESDO, LONDON."

Telephone : MAYFAIR 7620—7637.

AND AT

Holland Park Hall, Holland Park Avenue, London, W.11

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PUBLICATION 1030

